

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
(ACTAC)

MEETING NOTICE

TDA ARTICLE 3 COMMITTEE
AGENDA

1:15 p.m.

1.0 FY 09/10 TDA Article 3 Program* (page I) **Discussion/Action**
The Committee is requested to review and approve the final 2009/2010 TDA Article 3 program.

Tuesday, April 7, 2009, 1:30 p.m.
ACCMA Committee Meeting Room
1333 Broadway, Suite 220
Oakland, California 94612
(see map on last page of agenda)

Chairperson: Dennis R. Fay
Staff Liaison: Matt Todd
Secretary: Claudia Leyva

AGENDA

*Copies of individual Agenda Items are available on the
CMA's Website at: www.accma.ca.gov*

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 CONSENT CALENDAR (+) Acceptance

1:30 p.m.

2.1 Minutes of March 3, 2009* (page 1)

Action

2.2 Deputy Director's Report* (page 7)

Information

2.3 Funding Opportunities* (page 13)

Information

State-legislated Safe Routes to School Program (SR2S) 8th cycle call for projects information is attached. Application deadline is April 15, 2009.

2.4 Other Information:

ARRA Discretionary Programs* (page 15)

Information

In addition to the formula programs that have garnered significant attention over the last several months, the American Recovery and Reinvestment Act (ARRA) included an array of competitive programs that may provide additional funding to transportation projects in the Bay Area. A matrix developed by MTC which summarizes the various ARRA transportation grant programs is attached.

3.0 ACTION ITEMS

3.1 Transportation Fund for Clean Air (TFCA)

3.1.1 ACCMA TFCA Program Guidelines* (page 21)

Discussion/Action

ACTAC is requested to review and recommend Board approval of the ACCMA Program Guidelines for the TFCA County Program Manager Fund. The Program Guidelines are required to be reviewed on an annual basis.

3.1.2 TFCA FY 09/10 Draft Program* (page 31)

Discussion/Action

ACTAC is requested to review and recommend Board approval of the draft FY 09/10 TFCA Program.

3.2 Second Cycle Lifeline Transportation Fund: Revised Program* (page 33)

Discussion/Action

ACTAC is requested to recommend that the Board approve the attached Second Cycle Lifeline Transportation Fund revised program of projects. The program has been reduced from \$12.5 million to \$8.3 million to reflect a reduction in STA funds. This includes a \$1.1 million reduction in Tier 1, which is based on the revised State Budget for 2008/09, and an estimated \$3.2 million reduction for Tier 2, which is subject to approval by the State in 2009/10.

3.3 TOD Quarterly Update* (page 37)

Discussion/Action

ACTAC is requested to review and approve the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring and Project Status Report. The report provides project and funding status of nine Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II.

3.4 2009 CMP Update:

3.4.1 Revised Monitoring Segments on SR 84 in East County* (page 47)

Discussion/Action

ACTAC is requested to recommend that the Board approve the revised roadway segments developed for SR 84 in East County for level of service monitoring purposes. The SR 84 segments are revised to refine the short segments that were adopted as part of the 2007 CMP. These segments were used in the 2008 LOS Monitoring effort, and were found to need further refinement. The revised segments are proposed for travel time runs in the 2010 LOS Monitoring Study.

3.4.2 Travel Time Data Collection on Bay Crossings * (page 51)

Discussion/Action

ACTAC is requested to recommend that the Board review and provide input on how travel time data on the three Bay Bridge crossings connecting Alameda County to San Francisco and the Peninsula should be collected:

1. Using the Freeway Performance Monitoring System (PeMS) data
2. Conducting floating car runs at an approximate additional cost of \$10,000 per monitoring period
3. Doing nothing

The recommendation will be applied to the 2010 LOS Monitoring Study. The purpose of collecting travel time data on the bridges is so that the travel time trend and performance can be assessed and reported in the LOS Monitoring reports.

3.4.3 Climate Action**

Discussion/Action

ACTAC is requested to provide input on proposed Climate Action priorities related to outcomes of the Board retreat and the 2009 CMP update, implementation of legislative requirements (SB 375 and AB 32) and regional plans (T2035 and Focus), and local implementation of Climate Action Plans and related documents. At the meeting, staff will distribute draft priorities and proposed revisions to the Land Use Analysis Program and Travel Demand Management Element (Chapters 5 and 6 of the CMP) showing where CMA Climate Action Priorities can be incorporated into the CMP.

3.5 State Transportation Improvement Program (STIP)

3.5.1 Amendment Request:

Discussion/Action

Transportation Enhancement (TE) Reserve* (page 53)

ACTAC is requested to review and recommend Board approval of ACCMA's STIP Amendment request for the subject project. The amendment is requesting that \$2.24 million of STIP TE Reserve funds be moved from FY 2009/10 to FY 2010/11.

3.5.2 Extension Request:

Discussion/Action

AC Transit's Berkeley/Oakland/San Leandro Corridor MIS Study* (page 55)

ACTAC is requested to review and provide a recommendation to the Board regarding AC Transit's one-year STIP Extension request to the June 30, 2009 expenditure deadline for the subject project.

4.0 NON-ACTION ITEMS

4.1 Federal Economic Stimulus Package:

Local Streets and Roads Program **

Information/Discussion

The American Recovery and Reinvestment Act (ARRA) was signed on February 17, 2009. Approximately \$24.64M of the ARRA was programmed for LSR projects in Alameda County. Staff will provide an update on the program and the ARRA at the meeting as well as request any additional required actions.

4.2 Congestion Management Program:

Information/Discussion

Quarterly Update of the Land Use Analysis Program Element* (page 59)

ACTAC is requested to review the attached list of projects and 1) verify all projects are included; 2) inform staff if projects are complete; and 3) confirm that the information presented is accurate. The deadline for responses to the CMA is April 30, 2009. The list of projects is part of the quarterly update of the Land Use Analysis Program element of the Congestion Management

Program (CMP). The adopted CMP requires that the Land Use Analysis Program be carried out as part of the annual conformity process. The quarterly update of the Land Use Analysis Program Tier 1 requirements helps the CMA ensure jurisdictions are in conformance.

4.3 ACTIA Bicycle and Pedestrian Count Locations* (page 65) Information/Discussion
ACTAC is requested to provide input on the attached list of 30 bicycle and pedestrian count locations and discuss strategies for how count data can be collected for this year and future years. There is a need for better bicycle/pedestrian data to improve decision-making when updating the Countywide Bicycle and Pedestrian Plans as well as for developing climate action and funding strategies, and monitoring progress on implementation of the bicycle and pedestrian networks. The list was developed by ACTIA by reviewing on-going count programs (e.g., ACCMA, MTC, UC Berkeley Traffic Safety Center) and contacting local jurisdictions about proposed bicycle/pedestrian count locations. This effort proposes to expand the current countywide bicycle count effort from 12 locations every two years to 30 locations every year for both bicycles and pedestrians. Because no funding is available for this year's counts, ACTIA proposes to begin collecting data in April 2009 using trained volunteers (see attached volunteer request email). ACCMA and ACTIA staffs are exploring ways to fund future data collection efforts and would like ACTAC's input.

4.4 Monitoring Reports

4.4.1 State Transportation Improvement (STIP) Program: Information/Discussion Timely Use of Funds Report* (page 69)

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by Friday, April 17th. This information will be the basis of the STIP At Risk Report brought to the committees and the Board in May 2009.

4.4.2 Federal Surface Transportation/ Congestion Mitigation Information/Discussion and Air Quality (STP/CMAQ) Program: Timely Use of Funds Report* (page 75)

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by Friday, April 17th. This information will be the basis of the Federal At Risk Report brought to the committees and the Board in May 2009.

4.4.3 CMA Exchange Program: Information/Discussion Preliminary Quarterly Status Report* (page 87)

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the projects on the report by Friday, April 17th. This information will be the basis of the CMA Exchange Program Quarterly Status Report brought to the committees and the Board in May 2009.

4.4.4 Transportation for Clean Air (TFCA) Program: Information/Discussion Timely Use of Funds Report* (page 89)

ACTAC is requested to review and confirm the project specific information included in the attached report. Project Sponsors are requested to provide documentation related to the status of the projects on the report by Friday, April 17th. This information will be the basis of the TFCA At Risk Report brought to the committees and the Board in May 2009.

5.0 LEGISLATION ITEMS

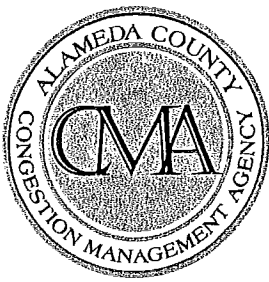
6.0 OTHER/ADJOURNMENT

NEXT MEETING: May 5, 2009.

Location: CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

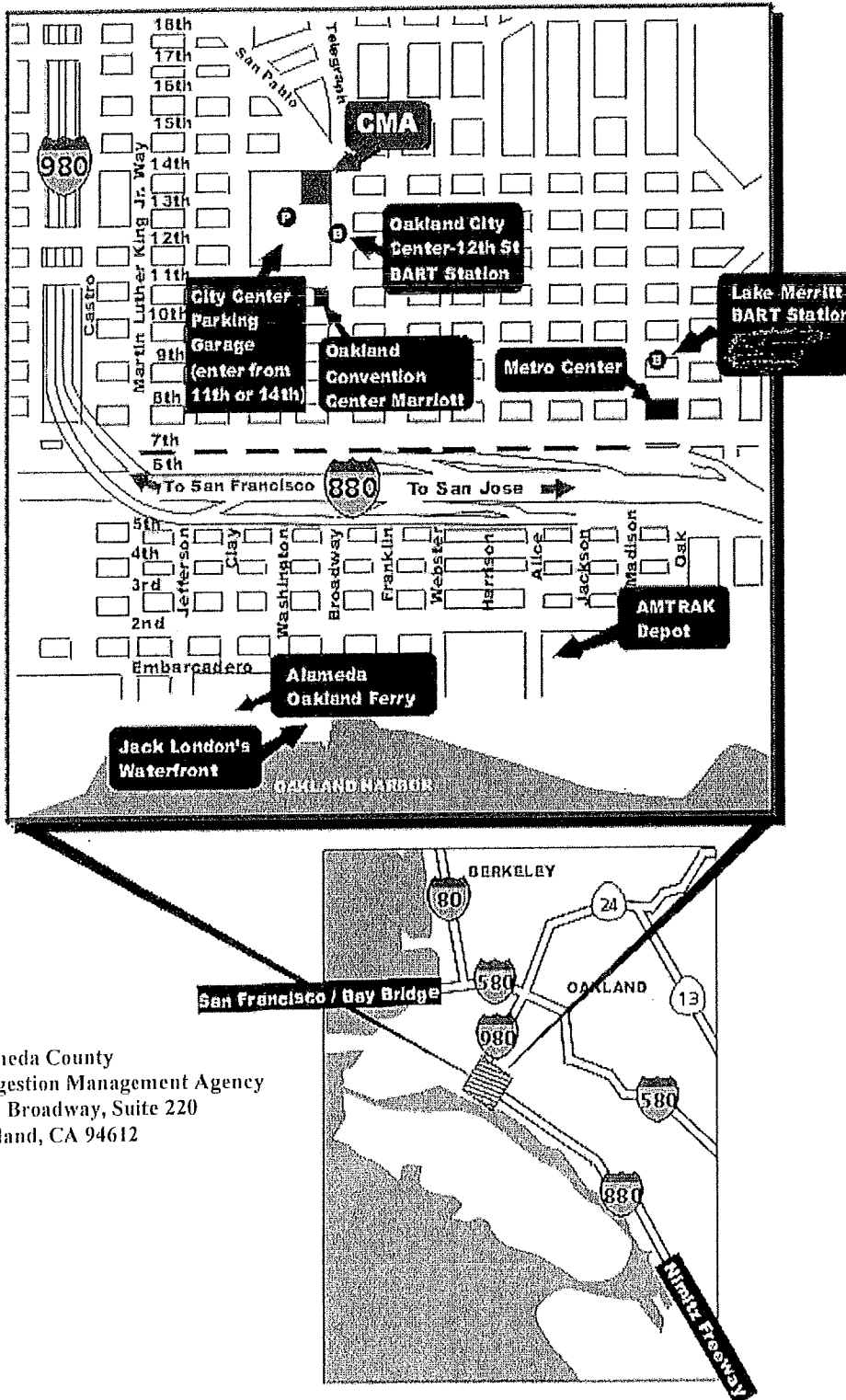
- (#) All items on the agenda are subject to action and/or change by ACTAC.
- (+) At the meeting CMA staff will not review the contents of written communications included in the Consent Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.
- * Attachments enclosed.
- ** Verbal presentation or materials will be available at the meeting.
- ✓ Materials are enclosed as a separate attachment to the agenda.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.



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Public Transportation Access

BART: City/Center 12th
Street Station

AC Transit:
Lines 1,1R, 11, 12, 13, 14,
15, 18, 40, 51, 63, 72, 72M,
72R, 314, 800, 801, 802,
805, 840

Auto Access

- Traveling South: Take 11th
Street exit from I-980 to
11th Street
- Traveling North: Take 11th
Street/Convention Center
Exit from I-980 to 11th
Street
- Parking:
City Center Garage –
Underground Parking,
enter from 11th or 14th
Street

Alameda County
Congestion Management Agency
1333 Broadway, Suite 220
Oakland, CA 94612

FY 09/10 TDA Article 3 Funds - List of Projects

Agency	Proposed Projects	Amount Requested	Roll over to FY 10/11	Available Funding
PA1				
City of Alameda	(1) Bicycle/Pedestrian Improvements in the vicinity of various schools	\$68,000	\$34,318	\$202,318
Albany	Ohlone Greenway Path Improvements	\$10,854		\$10,854
Berkeley	(2) Bicycle/Pedestrian Safety education program	\$30,000		\$21,381
Emeryville	(3) No project submitted for FY 09/10	\$0	\$20,172	\$50,172
Oakland	(4) On-call Curb Ramp program	\$50,000	\$8,846	\$235,227
	27th Street/Bay Place Bikeway	\$75,000		
	Rehabilitation of Margarido and Eucalyptus Stairways	\$50,000		
Piedmont	(5) Citywide ADA Compliant Wheelchair Accessible Ramps	\$24,440		\$24,440
	PA1 Total	\$308,294		\$501,630
PA2				
Hayward	Citywide ADA Compliant Wheelchair Accessible Ramps	\$95,956		\$95,956
San Leandro	(6) Citywide Pedestrian Improvements	\$52,640		\$22,640
	PA2 Total	\$148,596		\$118,596
PA3				
Fremont	Pedestrian Crossing Improvements on Deep Creek Rd (Macbeth Ave to Emilia Lane)	\$287,313		\$137,313
Newark	(7) Citywide ADA Compliant Wheelchair Accessible Ramps	\$63,581		\$63,581
Union City	(8) Meyers Drive Sidewalk Improvement project	\$85,000		\$172,894
	Citywide ADA Compliant Wheelchair Accessible Ramps	\$87,894		
	PA3 Total	\$523,788		\$373,788
PA4				
Dublin	(9) No project submitted for FY 09/10	\$0	\$77,461	\$144,150
Livermore	(10) Jack London Trail Extension project	\$276,728		\$276,728
Pleasanton	(11) Bicycle detection Improvements at various locations	\$55,000		\$110,449
	Bicycle Parking Facilities at various locations	\$55,449		
	PA4 Total	\$387,177		\$531,327
COUNTY				
Alameda County	(12) ADA Compliant Wheelchair Accessible Ramps at various locations	\$110,000		\$93,311
	County Total	\$110,000		\$93,311
	Total	\$1,477,855	\$140,797	\$1,618,652

- (1) Amount for City of Alameda includes \$22,403 FY02/03, \$70,241 FY07/08 & \$60,911 FY08/09.
- (2) Amount for City of Berkeley has a payback loan deduction of \$90,000.
- (3) Amount for City of Emeryville includes \$43,916 FY02/03 TO FY08/09.
- (4) Amount for City of Oakland includes \$65,000 FY05/06 & a payback loan deduction of \$100,000.
- (5) Amount for City of Piedmont includes \$8,353 FY05/06 & \$8,948 FY08/09.
- (6) Amount for City of San Leandro has a payback loan deduction of \$30,000.
- (7) Amount for City of Newark includes \$35,366 FY08/09.
- (8) Amount for Union City includes \$67,170 FY07/08 & \$58,518 FY08/09.
- (9) Amount for City of Dublin includes \$39,089 FY06/07, \$39,562 FY07/08 & \$35,315 FY08/09.
- (10) Amount for City of Livermore includes \$79,020 FY06/07, \$76,885 FY07/08 & \$67,056 FY08/09.
- (11) Amount for City of Pleasanton includes \$10,173 FY07/08 & \$55,651 FY08/09.
- (12) Amount for Alameda County has a payback loan deduction of \$65,824.

NOTE:

City of Berkeley will pay back loan of \$51,381 to City of Oakland with FY10/11 TDA Article3 allocation.
City of San Leandro will pay back loan of \$30,000 to City of Emeryville with FY10/11 TDA Article3 allocation.
City of Fremont will pay back loan of \$100,000 to City of Alameda and \$50,000 to City of Dublin with FY10/11 TDA Article3 allocation.
Alameda County will pay back loan of \$16,689 to City of Dublin with FY10/11 TDA Article3 allocation.

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**ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF MARCH 3, 2009
OAKLAND, CA**

1.0 PUBLIC COMMENTS

There were no public comments.

2.0 CONSENT CALENDAR

2.1 Minutes of January 29, 2009

2.2 Minutes of February 3, 2009

2.3 Deputy Director's Report

A motion was made by Carmichael-Hart to approve the consent calendar; Odumade made a second. The motion passed unanimously.

3.0 ACTION ITEMS

3.1 Federal Economic Stimulus Package: Local Streets and Roads Program

Todd updated ACTAC on information regarding the economic stimulus LSR. This item was presented for information only.

3.2 Transportation Fund for Clean Air (TFCA)

3.2.1 Approval of FY 2009/2010 Expenditure Plan Application

Taylor requested ACTAC to recommend Board approval of the Expenditure Plan Application for the FY 2009/10 TFCA County Program Manager Fund. A motion was made by Odumade to recommend Board approval for the Expenditure Plan Application for the FY 2009/10 TFCA County Program Manager Fund; Nichols made a second. The motion passed unanimously.

3.2.2 Approval of FY 2009/2010 Draft Program

Taylor informed ACTAC of the draft FY 2009/10 TFCA Program. Taylor informed ACTAC that the draft program does not reflect the total amount available to program and that staff is working with sponsors to program the remaining available funds. This item was presented for information only.

3.3 FY 2009/2010 Project Study Report (PSR) Priority List for Alameda County

Bhat requested ACTAC to recommend Board approval of a FY 2009/2010 PSR priority list for Alameda County. A final PSR list was presented at the meeting. A motion was by Odumade to recommend Board approval of a FY 2009/2010 PSR priority list for Alameda County; Carmichael-Hart made a second. The motion passed unanimously.

3.4 Congestion Management Program (CMP):

3.4.1 2007/08 Performance Report

Stark requested ACTAC to recommend that the Board approve the 2007-08 Performance Report: State of Transportation in Alameda County. A motion was made by Carmichael-Hart to recommend that the Board approve the 2007-08 Performance Report: State of Transportation in Alameda County; Rosevear made a second. The motion passed unanimously.

3.4.2 Draft Mobility Monitor

Stark requested ACTAC to recommend that the Board approve the draft Mobility Monitor. A motion was made by Cooke to recommend that the Board approve the draft Mobility Monitor; Carmichael-Hart made a second. The motion passed unanimously.

3.4.3 Review of Criteria for Adding CMP Roadways

Suthanthira requested ACTAC to recommend that the Board re-adopt the existing criteria for adding roadways to the CMP network with Chapter 2-Designated Roadway System being updated to reflect the re-adoption of the criteria. A motion was made by Odumade to recommend that the Board re-adopt the existing criteria for adding roadways to the CMP network; Carmichael-Hart made a second. The motion passed unanimously.

4.0 NON-ACTION ITEMS

4.1 Congestion Management Program (CMP):

4.1.1 2009 CMP Update: Update to MTS Roadways

Suthanthira requested ACTAC to provide input on revisions to the Metropolitan Transportation System (MTS) roadways to be consistent with MTC. In 2005, MTC updated the MTS Roadways to include Rural Major Collector and higher as classified in the Federal Functional Classification System (FCCS) for the purposes of determining Pavement and Non Pavement maintenance and rehabilitation needs and eligibility for regional funding for that purpose. Staff requested ACTAC's input on whether the same MTS should be used for the CMP Land Use Analysis Program. ACTAC discussed the item and indicated that the current MTS with its focus on regional routes should be used for the Land Use Analysis Program rather than the expanded FCCS MTS. This item was presented for information only.

4.1.2 2009 CMP Update: Climate Action

Walukas updated ACTAC on progress made in determining how to best address climate change in the CMP. She indicated that she would be bringing a recommendation for ways to strengthen the Land Use Analysis Program and Travel Demand Management Element of the CMP to ACTAC in April. Walukas announced that there would be a Climate Action Workshop on March 11, 2009 jointly hosted by the ACCMA, ACTIA and Supervisor Haggerty's office and that meeting is anticipated to be held the second Wednesday of every month. She also advised ACTAC that two documents have been released addressing climate change issues in the Bay Area: "Draft Policies for Implementing SB 375" was released by the Joint Policy Committee with comments due March 20, 2009 and "Transportation, Land Use and Greenhouse Gases: A Bay Area Resource Guide" was released by MTC with comments due March 10, 2009. ACTAC requested that comments submitted by ACCMA on the latter document be sent to them. Walukas agreed to forward the ACCMA's comments once they were completed. This item was presented for information only.

4.1.3 2009 CMP Update: Capital Improvement Program (CIP)

Taylor requested ACTAC to review the proposed schedule for updating the CIP Table (Table 16) for Chapter 7 of the 2009 CMP. Taylor informed ACTAC that a draft CIP Table will be distributed at the May ACTAC meeting. This item was presented for information only.

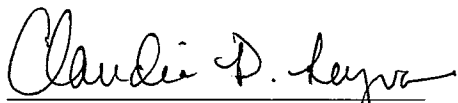
5.0 LEGISLATION ITEMS

No new information to report.

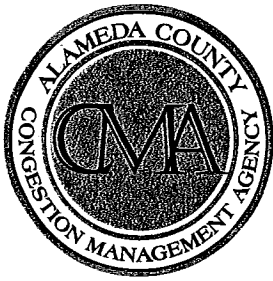
6.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: - April 7, 2009, CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:



Claudia D. Leyva, Secretary



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MARCH 3, 2009
ROSTER OF MEETING ATTENDANCE
CMA COMMITTEE ROOM, OAKLAND, CALIFORNIA

NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1. Claudia Leyva	ACCMA STAFF	836-2560 X35	CLEYVA@ACCMA.CA.GOV
2. Ruben IZON	Alameda CPWD	(510) 670-6470	rubeniedcpwd.org
3. Keith R. Cooke	San Leandro	510-577-3439	KCOOKE@CI.SAN-LEANDRO.CA.US
4. HENRY LOUIE	UNION CITY	510.675.5301	hlouie@ci.union-city.ca.us
5. Matt Todd	ACCMA		
6. Beth Walukas	Accmt	510/350-2326	bwalukas@accma.ca.gov
7. OBAD KHAN	City of Alameda	510-749-5926	OKHANE@CI.ALAMEDA.CA.US
8. Kunle Odumade	Fremont	510.494.4746	Kodumade@ci.fremont.ca.us
9. Alan Lee	BART	(510) 464-6121	ALEE1@bart.gov
10. BOB ROSEVEAR	CALTRANS	510-286-5344	ROBERT-ROSEVEAR@DOT.CA.GOV
11. Mike Tassano	Pleasanton	925-931-5610	MTASSANO@Ci.Pleasanton.ca.us
12. KEN ROSS	LIVERMORE	925-960-4512	keross@ci.livermore.ca.us
13. Bruce Williams	Oakland	510-238-7229	bruce bwilliams@oaklandnet.org
14. Gabe Baracker	Piedmont	510-420-3050	gbaracker@ci.piedmont.ca.us
15. Matt Nichols	Berkeley	510-981-7068	mnichols@cityofberkeley.info
16. Tina Spencer	Berkeley ACTransit	510.891.4754	tspencer@actransit.org
17. Rory Carmichael-Hart		510-583-4781	rory.carmichael-hart@hayward.ca.gov
18. Diane Stark	ACCMA		
19. James O'Brien	ACCMA Project Monitoring	(510) 502-4357	james@advancepdi.com
20. Jacki Taylor	ACCMA	(510) 350-2320	

21. Sarawana Suthanthina ACCMA
22. JOE RYE LAUTA 925-455-7560 jrye@lauta.org
23. New Mitchell public merrillm@sbglobal.net
24. VIVEK BHAT ACCMA
25. Aleida Chavez ALBANY achavez@albanyca.org
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*April 7, 2009
Agenda Item 2.2*

Memorandum

DATE: March 31, 2009
TO: ACTAC
FROM: Frank Furger, Chief Deputy Director
SUBJECT: Deputy Director's Report

Transportation Bond Measure Projects

I-580 Eastbound HOV Lane Project – The contractor for the first contract has completed work in the median and traffic has shifted in order for the outside widening to begin. The second contract received a California Transportation Commission (CTC) allocation of funds at the October meeting and was advertised on January 5, 2009. Bid opening is scheduled for May 12, 2009. The CMA issued a Notice to Proceed to the design consultant to prepare the project development package for the auxiliary lanes between Isabel and North Livermore Avenue and North Livermore Avenue and First Street.

I-580 Westbound HOV Lane Project – The draft Project Report and draft Environmental Document are being reviewed by Caltrans. The design phase of this project began in June 2008. The ACCMA has reviewed the preliminary design package (35 percent PS&E). The CMA and the consultant are preparing a strategy to split the project into smaller construction contracts. The CMA is preparing a corrective action plan to remove the bus ramp from the project scope for review by the CTC. The draft environmental document was released for circulation for public comments on March 25, 2009 and is available at the CMA website.

I-580/Route 84/Isabel Interchange – This project is sponsored by the City of Livermore and received \$68 million from the CMIA bond fund program. The project was split into three smaller contracts. Contract one, administered by Caltrans received an allocation of construction funds from CTC in October 2008. The CTC allocated the construction funds for the two contracts administered by the City of Livermore at its December 2008 meeting. The three contracts were advertised in January.

I-880 Southbound HOV Lane Extension (Hegenberger to Marina) – Environmental and preliminary engineering services are ongoing. A 35 percent submittal package has been completed. The project has been divided into two construction packages to attract more bidders. At the request of the City of San Leandro, the ACCMA is overseeing the Marina Boulevard Interchange Project Study Report (PSR).

I-80 Integrated Corridor Mobility (ICM) Project – Meetings with stakeholders are being held to define the Traffic Light Synchronization Program (TLSP) functional requirements. The data collection plan was approved and is currently being implemented. A Delivery Action Plan, addressing the project's revised schedule, was developed by Caltrans, MTC, CMA and the CCTA and will be submitted to the California Transportation Commission (CTC). A 20 member Technical Advisory Committee (TAC) has been formed for the project.

I-880 North Safety and Operational Improvements at 23rd/29th Avenues –The Project Report and Environmental Document are underway and preliminary engineering and environmental technical studies have commenced. .

Status of Corridor Studies/Projects

I-680 Express Lane Project – The CMA has partnered with Caltrans on the design of this project. The project has been split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. Bay Cities, the contractor for the first contract, is continuing to work aggressively to complete the project.

Contracts #2 and #3 were advertised in September and bids were opened on December 10, 2008 and on December 16, 2008, respectively. The plan is to award both contracts #2 and #3 in April 2009. A contract has been executed with Electronic Transaction Consultants (ETC) for the System Integration work on the Express Lane project. The Notice to Proceed with Phase I of the contract was issued in February 2009.

I-580 Traffic Management Plan Project – The Center-to-Center Program communication hubs project was awarded to DKS Associates. This communication package will link various Transportation Management Centers in the Bay Area which include communication centers at the Metropolitan Transportation Commission (MTC) and Alameda County SMART Corridors. The Software Integration Package was awarded to Irvine Global Consulting and will be completed in June 2009. The integration will link cameras, detectors and changeable message signs along I-580 with communication centers at the Cities of Dublin, Livermore, Pleasanton and Alameda County SMART Corridors. The project is also installing ramp metering on Grant Line Road, North Flynn Road and Portola Avenue, funded from a MTC grant. These projects are on schedule with the completion date of June 30, 2009.

I-580 Corridor ROW Preservation – The CMA consultant prepared environmental documents (Categorical Exemption) for six properties that are currently available for acquisition. Upon completion of the funding agreement with ACTIA, the CMA will begin discussions with Caltrans to establish a partnership agreement for this project.

I-580 Westbound Auxiliary Lane Project – This ACTIA Measure B funded project consists of two westbound I-580 auxiliary lane segments from Airway Boulevard to Fallon Road and from Fallon Road to Tassajara Road. ACTIA is the lead agency for the environmental phase and has completed the NEPA environmental document to clear the Fallon to Tassajara Road auxiliary lane segment. CMA's consultant is responding to Caltrans comments on the 95 percent PS&E. An amendment to the project specific agreement with ACTIA is underway. A project specific funding agreement between the City of Dublin and the CMA is being prepared.

I-580 Eastbound High Occupancy Toll (HOT) Lane: Technical Studies and Preliminary Engineering – Preliminary Engineering and preparation of the Environmental Document began in July 2008. The consultant is addressing Caltrans' comments on the traffic operations analysis report. The CMA has requested that additional studies be prepared to investigate the feasibility of a double HOT lane. A contract change order to install the infrastructure of the civil elements of the HOT Lane was issued to the EB HOV project

I-680/I-880 Cross Connector Project – Team meetings and technical studies are currently on hold pending agreement with Caltrans regarding project oversight support.

I-580 Sound Wall Design – San Leandro and Oakland – The San Leandro soundwall Final Design Package was approved by Caltrans in late January 2009. All temporary construction easements from property owners have been obtained and the project is scheduled to be advertised in April 2009. Received E76 authorization for Construction phase on April 1, 2009. The 65% PS&E for the Oakland soundwall was submitted to Caltrans on February 27, 2009. A Public information meeting is scheduled to be held in mid-April.

I-880 Corridor System Management Plan – The I-880 Corridor System Management Plan (CSMP) TAC met on November 10, 2008. The results of the scenario analysis proposed to improve the performance of the corridor were discussed. The consultant team has been working since then to incorporate TAC input. This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 Corridor to determine what transportation strategies make the most sense and when they should be implemented.

I-580 Corridor System Management Plan –A corridor stakeholder meeting for the I-580 East Corridor System Management Plan (CSMP) was held on January 27, 2009 to discuss development of the CSMP. The next corridor stakeholder meeting is scheduled for April 8, 2009 at 2 p.m. The CSMP is a requirement of the Corridor Mobility Improvement Account (CMIA) I-Bond funding, and as a result is a requirement for the CMIA-funded improvement projects along the I-580 Corridor in Alameda County. The final technical memorandum describing the baseline existing conditions and trends for forecast years 2015 and 2035 was developed. Subsequently, the final technical draft report presenting the proposed improvement strategies for addressing existing (2008) and future (2015 and 2035) congestion in the I-580/1-238 corridor was developed and distributed in February 2009.

SR 24 Corridor System Management Plan – The draft mitigation strategies were presented to Alameda County and Contra Costa jurisdictions on March 11, 2009. A technical draft

memorandum describing the performance evaluation criteria based on vehicle delay and congestion and providing an evaluation of performance measures and analysis of travel time reliability was developed and distributed in February 2009. A public outreach meeting was held on March 24, 2009 at 2 p.m.

Ardenwood Park & Ride Lot Project – Construction of the Park and Ride Lot began on September 18, 2008 and completion is anticipated in June 2009. Construction was suspended in mid-November 2008 pending issuance of a final building permit by the City of Fremont. A permit was issued in January 2009 and construction has resumed.

BART to Warm Springs – Bids for the Final Design on the Fremont Central Park Subway ("Subway") are scheduled to be opened on April 21, 2009. The BART Board is expected to award the contract in late May and NTP is expected to be issued in early July. Preliminary engineering on the Line, Track Station and Systems ("LTSS") contract is 75 percent complete. BART also recently conducted a Value Engineering study of the LTSS contract documents and intends to evaluate VE recommendations prior to finalizing the bid documents. A Request for Qualifications (RFQ) for the LTSS contract is expected to be issued this spring. A Request for Proposal (RFP) is expected to be issued this summer, with a best-value award scheduled for mid-2010. Project permits are now in place from the SF Regional Water Quality Control Board and the CA Dept of Fish and Game. The permit from the US Army Corps of Engineers is expected shortly.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Draft Environmental Impact Statement (EIS) was released for public review on March 11, 2009 with the Final EIS to be circulated in January 2010. Comments on the DEIS are due May 8, 2009.

Caldecott Tunnel 4th Bore – The Final Environment Document for the project is available for review on the project website at: www.dot.ca.gov/dist4/caldecott/. CMA staff continues to coordinate with Caltrans on the project delivery through the Project Leadership Team (PLT) and the Executive Steering Committee (ESC). Caltrans has reached agreement with the Fourth Bore Coalition to settle the litigation that was filed against the project. The project will be advertised as soon as a CTC allocation vote is approved.

Dumbarton Rail Corridor – The project continues to proceed with finalizing the environmental, constructability and structural evaluations. The draft EIS/R is progressing and is expected to be release by summer 2009.

Grand/MacArthur Corridor Transit Enhancements – This project is a key first step towards bringing major transit improvements to the Grand Avenue/MacArthur Boulevard corridor. The limit of this corridor is from Eastmont Mall to the Transbay Terminal in San Francisco. This SMART/Bus Rapid Transit (BRT) Corridor implementation will be modeled after the existing San Pablo Avenue and International/Telegraph SMART/BRT Corridors. On July 31, 2008, the CMA Board awarded the Grand/MacArthur Corridor Transit Enhancement Project construction contract to Ray's Electric, the lowest responsive bidder. Construction started September 22, 2008. This project is on schedule with a completion date of June 30, 2009.

SMART Corridors Program – CMA's SMART Corridors partnership includes 29 public agencies. The CMA provides video and traffic data to the public and to transportation managers as well as emergency service providers in real-time. The public website address for the SMART Corridors is: <http://www.smartcorridors.com>. The CMA is working with the Alameda County Public Works Agency on the implementation of Transportation Management Centers (TMC). CMA is also leading the project to implement ITS on Webster Street in the City of Alameda. CMA staff is also managing various contracts to operate and maintain SMART Corridors components.

San Pablo Avenue Rapid Bus Stop Improvements - The CMA is taking the lead in implementing approximately \$2.6 million in improvements to the Rapid Bus stops in Alameda County funded through AC Transit using Measure B funds. At the request of the cities, the CMA and the funding agencies have agreed to implement streetscape amenities as an alternative to the replacement of crosswalks. This will extend the project completion date to June 2009. All project elements are completed with the exception of bus-bulb-outs and median islands which will start by early April 2009. This project is on schedule with a completion date of June 30, 2009

State Route 84 HOV Extension – Dumbarton Corridor – The HOV lane was open to traffic on September 5, 2008 and the project closeout is underway.

Central Alameda County Freeway System Study – A draft Project Initiation Document (PID) is being finalized. The next Policy Advisory Committee (PAC) meeting is anticipated to be held in April or May 2009 to release the Local Alternative Transportation Improvement Program (LATIP) and supporting documentation for local and California Transportation Commission approval. After PAC approval of the submittal package is obtained, local approvals will be sought similar to the process used for the Financially Unconstrained LATIP.

MTC's Lifeline Transportation Program – Based on the approved State budget, the STA funds for the Lifeline program in Alameda County have been reduced by \$1.1 million in Tier 1 and an estimated \$3 million in Tier 2. The Tier 2 budget is subject to confirmation of the FY 2010/11 state budget. The Board will review a revised Lifeline program for approval at the April Board meeting. The intent of the Lifeline Transportation Program is to fund projects that increase transportation mobility for low income residents in Alameda County.

Berkeley/Oakland/San Leandro BRT – The BRT TAC meeting was held on March 12, 2009 at 10:30 a.m. to prepare for the BRT Policy Steering Committee. The next TAC meeting is scheduled for April 15, 2009 at 9 a.m. The BRT Policy Steering Committee (PSC) was held on March 20, 2009 at 3:00 p.m. The next PSC meeting is scheduled for April 17, 2009 at 2 p.m.

Transportation and Land Use Work Program – CMA staff is discussing TOD TAP scopes with two jurisdictions. Staff is also coordinating within the county to determine how to integrate TOD into climate change goals.

Community Based Transportation Plan – The City of Alameda Community Based Transportation Plan consultant team completed a draft of the community outreach results. The TAC will meet March 31, 2009. The Plan is expected to be complete in June 2009.

Guaranteed Ride Home Program – Annual employee and employer surveys have been distributed to those registered in the program. The results will be incorporated into the Annual Evaluation in May 2009. In the most recent month, 31 new employees enrolled in the program. During this time five trips were taken, including one rental car trip. The average cost per taxi trip is \$84.07 and the average trip length is 39 miles. The average one-way trip distance for a rental car ride is 47.8 miles. The average savings for a rental car ride compared to a cab is \$72.80 per ride. A copy of the Program Evaluation, approved by the Board, has been posted on the CMA website.

Truck Demand Model – The Task Force met on March 17, 2009 to discuss data collection. The next Task Force meeting is on May 19, 2009 at 10:00 a.m.

Update of the Countywide Travel Demand Model – The updated model with the P2007 land use is available. The model plots and documentation are posted on the website.

Truck Parking Facility Feasibility and Location Study – The Final Report was approved by the Board at its December 2008 meeting. The Final Report has been posted on the website. Staff will be preparing an Implementation Plan for Board consideration by June 2009.

Update on Climate Action Activities

As follow up to the December 2008 CMA Board retreat, staff is preparing draft Climate Action priorities to review with the CMA Board as well as investigating ways to strengthen the Land Use Analysis Program and Transportation Demand Management elements of the CMP to address climate change. The CMP elements will be updated as part of the on-going 2009 CMP update. The Board will review this information at its April 2009 meeting. A Climate Action Workshop jointly hosted by the ACCMA, ACTIA and Supervisor Haggerty's office was held on March 11, 2009. The next meeting will be held on May 13, 2009 at 10 a.m.

Countywide Transportation Plan/Regional Transportation Plan

MTC staff has postponed adoption of the Draft Transportation 2035 to consider how to address recent actions by Sacramento lawmakers on the State budget, particularly multi-year cuts in State Transit Assistance (STA) funds for transit operations, and new information from VTA about the Measure A program and revised sales tax revenue forecasts. MTC now proposes to adopt the final RTP in April. Once the RTP is finalized, the Countywide Transportation Plan will be brought back to the Board to review potential changes. This is anticipated to occur at the May meeting.



ANNOUNCEMENT: Call for Cycle 8 State-legislated Safe Routes to School projects

Posted: January 15, 2009

Application Submittal Deadline: April 15, 2009

What is the State-legislated Safe Routes to School (SR2S) Program?

A reimbursement funding program for reducing injuries and fatalities through capital projects that improve safety for children in grades K-12 who walk or bicycle to school.

How much funding is available?

\$24.25M in State funds was approved in the FY 2008/09 State budget. However, double that amount - \$48.50M worth of projects will be selected in Cycle 8. This multi-year approach is being implemented to 1) fund projects that are ready to go first, 2) allow better planning for projects that are selected for the following year, 3) minimize workload for District and Headquarters staff, and 4) improve chances of continued funding for the SR2S program during the budget development process if decision-makers are aware that projects have already been selected and ready for funding.

How are projects selected?

Caltrans Districts are apportioned funds based on student enrollment. District review committees will score and rate applications using standardized evaluation forms furnished by Caltrans Headquarters and develop two lists. Once projects are selected and prioritized, Districts will then determine which projects will be placed on the Tier I list (those that are ready to go now), and on the Tier II list (those that are selected for future funds) based on the project's delivery schedule. Projects in Tier I will be funded with FY 08/09 funds up to FY08/09 apportionment level, while Tier II projects will be funded when the next round of funding becomes available. Caltrans Headquarters will validate District selections and compile a statewide list of selected projects for each cycle for Director approval. Districts will notify all applicants of the results.

Who is eligible to apply?

Any incorporated city or county

What types of projects are eligible?

Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement. See guidelines for examples. Up to 10% of the construction cost can fund an education/encouragement/enforcement element.

Is there a local match required, and what is the maximum amount of funding that can be requested?

There is a 10% local match required; \$900,000 is the maximum amount that can be requested.

Where are the guidelines and applications posted, and how can I get more information?

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm or contact: Joyce Parks, Safe Routes to School Coordinator at Caltrans Headquarters at: (916) 653-6920 or at: joyce_parks@dot.ca.gov

Where do I send my application(s)?

Original and 1 copy must be sent to your Caltrans District Local Assistance Engineer (DLAE) by the deadline. Applications postmarked on the deadline are acceptable. DLAE information is available at: www.dot.ca.gov/hq/LocalPrograms/dlae.htm

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-----Original Message-----

From: Alix Bockelman [<mailto:abockelman@mtc.ca.gov>]
Sent: Friday, March 27, 2009 3:55 PM
Subject: ARRA Discretionary Programs

To: Partnership Board
Partnership Technical Advisory Committee
Local Streets and Road Working Group
Transit Finance Working Group
Programming and Delivery Working Group

From: Alix Bockelman, Director, Programming and Allocations
Randy Rentschler, Director, Legislation and Public Affairs

In addition to the formula programs that have garnered significant attention over the last several months, the American Recovery and Reinvestment Act (ARRA) included an array of competitive programs that may provide additional funding to transportation projects in the Bay Area. MTC has developed the attached matrix, which summarizes the various ARRA transportation grant programs, to assist agencies in seeking funding through these programs. This matrix will be updated periodically as new information is available about the application processes. In most cases, the implementing agency has a statutorily-established amount of time to develop program guidelines, conduct a call for projects, and make project awards.

In terms of regional coordination and advocacy for the discretionary programs, MTC will focus advocacy and consensus on three categories of funding: 1) The Secretary's Discretionary Grant Program; 2) High Speed Rail and Intercity Passenger Rail Grants; and 3) New Starts. The goal of this regional effort is to partner with Caltrans and the California High Speed Rail Authority so that the Bay Area and California is highly competitive for these funding sources. Therefore, if agencies are interested in seeking funding from one of those funding categories, please contact Randy Rentschler at rrentschler@mtc.ca.gov or 510.817.5780

For the other programs, agencies are encouraged to apply directly to the federal implementing agency. If there are programs for which MPOs are the only eligible applicants (i.e. local jurisdictions or transit operators may not

apply directly), MTC will work in partnership with agencies who request our assistance. Also, as requested, we will provide other support for agencies seeking funding in these other discretionary program categories. Feel free to contact Kenneth Folan (kfolan@mtc.ca.gov or 510.817.5804) if you have requests for assistance.

In the near-term, three programs have released their guidelines and/or have application due dates in April/May:

- FTA's "Transit Investments for Greenhouse Gas and Energy Reduction" (TIGGER) program. Guidelines for this program were published in the March 24th Federal Register. Applications are due by May 22, 2009.

- Department of Energy - "Clean Cities FY09 Petroleum Reduction Technologies Projects for the Transportation Sector." The deadline for applications for this program is May 29, 2009. Further information is available on DOE's web site, a link is provided on the attached matrix.

- Environmental Protection Agency - Diesel Emission Reduction. See attachment for details on upcoming information sessions. Applications due between April 28, 2009 and May 5, 2009 for various subprograms.

Alix Bockelman
Director, Programming and Allocations
Metropolitan Transportation Commission
510.817.5850
abockelman@mtc.ca.gov

DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary
Transportation Funding in HR 1, as of March 27, 2009

Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details
MTA Commission to Adopt Regional Priorities - Will Consult with Partnership								
1 DOT	U.S. DOT Secretary's Discretionary Grant Program	1,500	Criteria to be published within 90 days of 2/17/09 - by May, 2009; Applications due 180 days after that - October, 2009; Project Selection by 2/17/10	Funds available until September 30, 2011	Cap of 20% for any single state. Priority for projects with a local match and which can be completed within 3 years.	Used for highway, transit, freight and passenger rail and port infrastructure projects.	http://www.fta.dot.gov/index_9118.html	Grant range from \$20 - \$300 million. \$200 million for TIFIA Program. Please see PowerPoint from FTA website (3/16/09): http://www.fta.dot.gov/index_9118.htm
2 DOT	High Speed and Intercity Passenger Rail	8,000	TBD Guidance to be issued on/before June 17, 2009 (within 120 days of enactment)	Funds must be obligated by September 30, 2012	Official eligibility requirements TBD. See grant categories under Eligible Projects.	Three grant categories: (1) Congestion Grants: Capital grants for facilities, infrastructure and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth. (2) High Speed Rail Corridor Program (3) Intercity Rail Grant Program	http://www.fta.dot.gov/us/content/2166	Secretary of DOT must submit a strategic plan to House and Senate Appropriations Committee within 60 days of enactment (mid-April) describing how funding will be used.
3 DOT	New Starts/Capital Investment Grants	750	TBD Status: Review of existing and soon-to-be-executed contracts. Allocations to be announced shortly in FRN	TBA	FTA is still determining how the ARRA funding will be distributed to New and Small Starts projects.	Priority to projects that are currently in construction or are able to obligate funds within 150 days.	http://www.fta.dot.gov/index_9325.html#Capital	Funds may not be commingled in a grant with FTA funding from other programs or prior years or other ARRA funds. Pre award spending authority applies upon FTA's signing of a letter to the sponsor approving entry into that phase (PE, PD, etc.). Reporting required no later than 10 days after the end of each calendar quarter. Reporting topics are specified. Additional grant certifications required (will be in TEAM). Existing ADA, EEO, Title VI, and DBE regulations apply. Buy America requirement applies.
Sponsors Apply Individually - MTC Support as Requested								
4 DOT	Transit Energy Efficiency "Recovery Act-Transit Investments for Greenhouse Gas and Energy Reduction" (TIGGER)	100	May 22, 2009 Webinar - April 8, 2009	TBA	Public Transit Agencies	Priority to be given to projects based on total energy projected to be reduced and projected energy savings as a percentage of total energy usage by the agency.	FTA-09005-TIGGER-TRI Federal Register Listing 3/24/09: http://edocket.access.gpo.gov/2009/pdf/E9-5420.pdf	30 awards expected. Awards range from \$2 to \$25 million. Discretionary grant program for capital investments by public transit agencies that will assist in reducing energy consumption or greenhouse gas emissions.
5 DOT	Ferry Boat/Facilities	60	Call for applications anticipated - end of March, 2009	Priority - project completion within 2 years	TBA	TBA	Last Updated February, 2008: http://www.fhwa.dot.gov/discreto/nav/fbdinfo.cfm	Competitive grant program.
6 DOT	Park Roads and Parkways	170	Internal application process - no solicitation expected.	TBA	TBA	TBA	TBA	Competitive grant program.

**DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary
Transportation Funding in HR 1, as of March 27, 2009**

Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details
7 NPS	National Park Service (including roads)	599	Internal application process - no solicitation expected.	TBA	TBA	TBA	TBA	For repair and restoration of roads, construction of facilities, including energy efficient renovation of existing facilities, preservation and repair of historical resources within the National Park System, cleanup of abandoned mines, and other critical projects.
8 EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: National Clean Diesel Funding Assistance Program"	156	April 28, 2009 No info sessions listed for EPA Region 9: http://epa.gov/otaq/eparecovery/prognat.html	Project Implementation - from June 2009 - Sept. 30, 2010	Eligible Applicants * U.S. regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality * nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that operate diesel fleets * entities whose principle purpose is the promotion of transportation or air quality	Program provides funding to reduce emissions from existing diesel engines through a variety of strategies, including but not limited to: exhaust controls, engine upgrades, cleaner fuel use, idle reduction technologies, aerodynamic technologies, low rolling resistance tires, engine repowers, and vehicle or equipment replacement.	EPA-ARRA-OAR-OTAAQ-09-06 http://epa.gov/otaq/eparecovery/prognat.html	Region 9: Only applications requesting EPA funding between \$500,000 and \$10,000,000 will be accepted. It is anticipated that 5-8 Region 9 assistance agreements will be made from this announcement. The program also targets geographic areas with high air pollution and air toxics and areas that receive a disproportionate degree of air pollution, such as truck stops and ports.
9 EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: SmartWay Clean Diesel Finance Program"	30	April 28, 2009 Webinar - March 31, 2009 1 p.m. - 2:30 p.m. (EDT) Reserve your webinar seat at: https://www2.gotomeeting.com/register/428325595	Project Implementation - from June 2009 - Sept. 30, 2011	Eligible Applicants * U.S. regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality * nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that operate diesel fleets * entities whose principle purpose is the promotion of transportation or air quality	Program provides funding to reduce emissions from existing diesel engines through a variety of strategies, including but not limited to: exhaust controls, engine upgrades, cleaner fuel use, idle reduction technologies, aerodynamic technologies, low rolling resistance tires, engine repowers, and vehicle or equipment replacement.	EPA-ARRA-OAR-OTAAQ-09-04 http://epa.gov/otaq/eparecovery/prognat.html	EPA anticipates awarding approximately 1-10 cooperative agreement(s) from this announcement, subject to availability of funds and the quality of applications received. Funding will be in the form of cooperative agreements or grants, which must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; and (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.
10 EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: Clean Diesel Emerging Technologies Program"	20	May 5, 2009 Info session - April 2, 2009 3 p.m. - 4 p.m. EDT Call-in Number: 866-299-3188 Access Code: 202 343 9541#	Project Implementation - from June 2009 - Sept. 30, 2010	Eligible Applicants * U.S. regional, state, local, tribal or port agencies with jurisdiction over transportation or air quality * nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that operate diesel fleets * entities whose principle purpose is the promotion of transportation or air quality	Under this grant program, funding is restricted to the use of emerging technologies - a device or system that reduces emissions from diesel engines or diesel engine powered vehicles or equipment that has not been certified or verified by EPA or the California Air Resources Board (CARB), but for which an approvable application and test plan have been submitted for verification. Only those technologies that have been approved and placed on EPA's Emerging Technology List, found at www.epa.gov/cleandiesel/prgmemerlist.htm , qualify.	EPA-ARRA-OAR-OTAAQ-09-05 http://epa.gov/otaq/eparecovery/prognat.html	EPA anticipates awarding 10-20 agreements ranging from \$500,000 to \$3,000,000, subject to availability of funds and the quality of applications received. Funding will be in the form of cooperative agreements or grants, which must be used to achieve significant reductions in diesel emissions in terms of: (1) tons of pollution produced; and (2) diesel emissions exposure, particularly from fleets operating in areas designated by the Administrator as poor air quality areas.

DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary
Transportation Funding in HR 1, as of March 27, 2009

Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details
11 DOE	Transportation Electrification	400	TBA – Program details NA	TBA	TBA	TBA	http://www.energy.gov/recovery/funding.htm	Program details not yet developed. Check Department of Energy website.
12 DOE	Alternative Fuel Vehicles Pilot "Clean Cities FY09 Petroleum Reduction Technologies Projects for the Transportation Sector"	300	Round 1: May 29, 2009 Round 2: September 30, 2009	TBA	State governments, local governments, metropolitan transportation authorities, air pollution control districts, and private or nonprofit entities.	Eligible projects include acquisition of alternative fueled vehicles, fuel cell vehicles or hybrid vehicles, including buses for public transportation and ground support vehicles at public airports. The installation or acquisition of infrastructure necessary to directly support an alternative fueled vehicle, fuel cell vehicle, or hybrid vehicle project funded by the grant is also eligible.	DE-PS26-08NT01236-04 For more information: http://www1.eere.energy.gov/cleanvehicles/ http://www.aids.energy.gov/clean/cities/croas/solicitations.php	Provides grants to encourage the use of plug-in electric drive vehicles or other emerging electric vehicle technologies for up to 30 geographic areas.
13 FEMA	Port Security	150	TBA	TBA	TBA	TBA	http://www.dhs.gov/xoapnbiz/recovery.htm	Competitive grant program based on Title 46 U.S.C. 70107.
14 FEMA	Public Transportation and Railroad Security	150	TBA	TBA	TBA	TBA	http://www.dhs.gov/xoapnbiz/recovery.htm	Competitive grant program based on Title 6 U.S.C. 1135 and 1163. Weekly update from 3/10/09; Project Expenditure Plans due for Department Review on 3/17.
Total		12,375						

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

*April 7, 2009
Agenda Item 3.1.1*

Memorandum

DATE: March 27, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: Transportation Fund for Clean Air (TFCA):
Approval of the FY 2009/10 Program Guidelines

Action Requested

ACTAC is requested to review and recommend Board approval of the attached ACCMA TFCA Program Guidelines for FY 2009/10.

Discussion

The Bay Area Air Quality Management District (Air District)'s FY 2009/10 TFCA Program Guidelines were released December 24, 2008. Statute requires Program Managers to annually review the programming guidelines for the Transportation Fund for Clean Air Program (TFCA). As specified in the Health and Safety Code section 44241, the ACCMA, as the entity designated to receive the TFCA Program Manager funds, is required to hold a public meeting, at least once a year, for the purpose of adopting criteria for the expenditure of the funds and to review the expenditure revenues. This review period will allow CMA staff to incorporate any updates to the TFCA legislation into the ACCMA's TFCA Program, as well as consider additional comments to the program from the member agencies.

The ACCMA last approved revisions to the ACCMA TFCA Program Guidelines in March 2008. Staff is proposing the attached revisions to the ACCMA TFCA Program Guidelines based on the Air District's December 2008 Guidelines.

Revisions to TFCA Program Guidelines for 2009/2010

The Air District approved revisions to the TFCA Program in December that include:

- The Air District has interpreted the authorizing legislation to require all County Program Manager Funds to have all funds programmed to projects within six months of the date of the executed funding agreement with the Air District. Clarification has been added to the ACCMA TFCA Program Guidelines that explicitly states that the funding agreement between the CMA and project sponsor is to be executed within six months of the date the Air District executes a funding agreement with the CMA. The Air District has indicated they may allocate any remaining funds directly after the six months.

The recommended revisions to the ACCMA TFCA Program Guidelines reflect the above program changes. Other proposed revisions are clarifications and corrections to last year's Guidelines and do not reflect new changes to the TFCA Program.

**ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY
TRANSPORTATION FUND FOR CLEAN AIR
(TFCA) PROGRAM GUIDELINES**

I. BACKGROUND

AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District (hereinafter the "Air District") to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40% of the revenue to an overall program manager in each county. The overall program manager must be designated "by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population."

The Alameda County Congestion Management Agency (hereinafter the "CMA") has been designated as overall program manager in Alameda County in accordance with the above requirements.

II. ELIGIBLE PROJECTS

Programs eligible for funding from revenues generated by this fee are:

1. Implementation of rideshare programs,
2. Purchase or lease of clean fuel buses for school districts and transit operators,
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports,
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, signal preemption, bus stop relocation and "smart streets."
5. Implementation of rail-bus integration and regional transit information systems,
6. Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting (No funds expended pursuant telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use).
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
8. Implementation of smoking vehicles program,
9. Implementation of automobile buy back scrappage program operated by a governmental agency,
10. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program,
11. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

AB 414 references the trip reduction requirements in the CMP legislation and states that Congestion Management Agencies in the Bay Area that are designated as AB 434 program managers, “shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 adds a requirement that County Program Managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant Transportation Control Measures in the 1997 Clean Air Plan, and 4) are not planning or technical studies.

The program funds will be disbursed either through an individual call for projects or in a coordinated call for projects with other funding sources that provide funding for similar projects.

III. COST EFFECTIVENESS

The CMA will measure the effectiveness level of TFCA funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NO_x), and weighted particulate matter 10 microns in diameter and smaller (PM₁₀)) due to the project. These are used to calculate a cost effectiveness number of \$/ton. The CMA will only approve projects with a TFCA cost effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NO_x and weighted PM₁₀ emissions reduced (\$/ton). All projects will be required to conduct cost effectiveness calculations.

IV. GENERAL PROGRAM STRUCTURE

As the overall program manager in Alameda County, the CMA will be allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the CMA in biannual installments each fiscal year.

The 40% funds programmed by the CMA will be distributed as follows:

A maximum of 5% of the funds for program implementation and administration annually to the CMA.

70% of the remaining funds to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. City population will be updated annually based on State Department of Finance estimates. 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.

30% of the funds (discretionary) allocated to transit related projects. All eligible applicants may apply for these funds for transit related projects. 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.

A city or the county, with approval from the CMA Board, may choose to roll its annual “70%” allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in current year.

With approval from the CMA Board, a local jurisdiction may request programming of a multi-year project using its current and projected future year share of the 70% funds.

Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the total tons of pollutants reduced divided by the TFCA funds invested, as calculated using the Air District guidelines for the regional program. When this calculation is not sufficient to prioritize candidate projects, the CMA Board may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

Projects will normally be funded only if the TFCA funds requested exceed \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

V. PROGRAM SCHEDULE

<u>December-January</u>	A call for projects will be issued by the CMA.
<u>January-February</u>	Project applications due to CMA.
<u>March 31st</u>	CMA to submit Expenditure Plan Application to Air District
<u>March-April</u>	Review of projects by ACTAC. Draft program reviewed by the PPC and released by the CMA Board.
<u>April-May</u>	ACTAC adopts list of recommended projects and forwards list to CMA Board. CMA adopts resolution endorsing list of projects. Semi-annual project status reports due to CMA (as requested).
<u>May 31st</u>	CMA to submit Semi-annual Report to Air District

_____ September	For on-going projects, annual status reports from project sponsors due to the CMA.
_____ October 31 st	<u>CMA to submit Annual Report to Air District</u>

Schedule subject to modification based on schedule changes imposed by the Air District and previous programming actions by the Board.

VI. APPLICATION PROCESS

Project sponsors shall complete the CMA TFCA funding application. This can be a single TFCA application or included in coordinated call for projects process that consolidates like fund sources. Please include the following in your application:

1. **Partner agencies/organizations:** If the project is sponsored by more than one agency, the applicant shall list the partner agencies, including the point of contact(s).
2. **TFCA Funding Category:** The applicant shall indicate whether the funds applied for are from the 70% city/county funds or the 30% transit discretionary funds. Project sponsors may choose to rollover their 70% funds to into a future fiscal year 70% allocation. Project sponsors may also request to reprogram any remaining TFCA funds from previous projects or allocations in their jurisdiction, to the proposed project.
3. **Funding Sources:** Applicants shall include a funding plan listing all funding sources and amounts (including regional 60% TFCA funds and unsecured funds.)
4. **Schedule and Project Milestones:** Applicants shall include project schedule and milestones.
5. **Input Data Chart:** Applicants shall submit the necessary data for their project(s) to calculate the estimated emissions reductions and cost-effectiveness.
6. **Transportation Control Measures (TCM):** Applicants shall list the TCMs from the 1997 Clean Air Plan that are applicable to the project.

VII. MONITORING REQUIREMENTS

The Air District may require that emissions reduced as a result of each project be calculated twice. The first is an estimate of projected emissions reduction. Sponsors must provide input data for this calculation in their application.

Sponsors must also conduct post-project evaluation and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project.

Project sponsors shall provide estimates for the cost of collecting the data for the monitoring requirements that are required by the Air District. The cost of the monitoring

requirements data collection efforts should not exceed 5% of the total project budget (including both TFCA and non-TFCA funds).

VIII. INSURANCE REQUIREMENTS

Insurance Requirement- Each Project Sponsor must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts specified in the specific project funding agreements.

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the funding agreement. The typical funding agreement requires that each project sponsor provide documentation showing that the project sponsor meets the following requirements for each of its projects.

1. **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
3. **Acceptability of Insurers:** Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance. Below is a table listing the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

<u>County Program Manager Fund Contract Activity</u>	<u>Insurance Required</u>
Vehicle Purchase	Automobile Liability; and Automobile Physical Damage
Engine Repowers/Retrofits	Automobile Liability; and Automobile Physical Damage
Operation of shuttle from transit hubs to private business and other location	Commercial General Liability; Automobile Liability; and Automobile Physical Damage
Transit pass subsidy or commute incentives	None
Transit Marketing Program	Commercial General Liability
Guaranteed Ride Home	None

<u>Bicycle facilities including bike paths, bike lanes</u>	<u>Commercial General Liability;</u>
<u>(either striping and signs or construction of roadway</u>	<u>Automobile Liability; and</u>
<u>shoulders, bike routes, bike lockers, bike racks</u>	<u>Worker's Compensation</u>
<u>Bike routes and lockers</u>	<u>None</u>
<u>Constructing and bike/pedestrian overpass</u>	<u>Commercial General Liability,</u>
	<u>Automobile Liability; and</u>
	<u>Worker's Compensation</u>
<u>Signal Timing</u>	<u>Commercial General Liability</u>

IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS

Prior to receiving any reimbursement of funds, project sponsors must execute a fund transfer agreement with the CMA. The fund transfer agreement includes a description of the project/program to be funded and specifies the terms and conditions for the expenditure of funds, including all audit requirements imposed by the Air District.

A contract executed by both the Air District and the CMA constitutes final approval and obligation for the Air District to fund a project. Costs incurred before the execution of the funding agreement (Air District and CMA) will not be reimbursed. An executed funding agreement between the CMA and project sponsor is required before any reimbursements will be made. The funding agreement between the CMA and project sponsor is to be executed within six months from the date the funding agreement between the Air District and the CMA is executed. After the six month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

Project sponsors will be required to submit bi-annual progress reports to the CMA which provide project status and itemize the expenditure of funds for each project. Project sponsors are also required to submit a final project report, which include monitoring requirements, upon completion of the project.

All projects will be subject to a performance audit including project monitoring requirements established by the Air District. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Air District or to an independent auditor, all records relating to expenses incurred in implementing the projects.

X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS

The enabling legislation requires project sponsors to encumber and expend funds within two years, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each program year:

1. Within two months of receipt of funds from the Air District, the CMA will send out fund transfer agreements to each project sponsor
2. Project sponsors must execute a fund transfer agreement with the CMA within three months of receipt of an agreement from the CMA to ensure that the agreement is executed within six months from the execution of the funding agreement between the Air District and the CMA. The executed fund transfer agreement must contain an expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.
3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the CMA, unless an extended schedule has been approved in advance by the CMA.
4. Funds must be expended within two years from the date of the first receipt of funds by the CMA from the Air District, unless an extension has been approved by the CMA Board. (No more than two (one year) extensions can be approved by the CMA Board, additional schedule extension requests can only be granted with approval from the Air District.)
5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than six (6) months after the end of the fiscal year in which the project was completed.
6. Sponsors must submit annual progress reports within the period established by the Air District.
7. Sponsors must submit required post-project monitoring reports within three months after the post-project evaluation period.
8. An at risk report will be presented to ACCMA Committees throughout the year to advise sponsors of upcoming critical dates and deadlines.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the CMA that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the CMA that steps have been taken to avoid future violations of this policy.

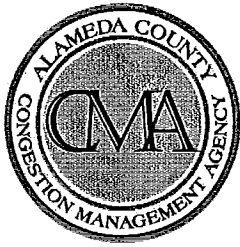
XI. REIMBURSEMENT OF FUNDS

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of CMA's Administrative and Financial Officer. The form must be accompanied by the following documentation:

1. **Direct Costs:** Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel and training costs may be used only if the travel and training are directly related to the implementation of the funded project.
2. **Labor Charges:** Payroll records indicating pay rate, time sheets indicating time worked on project. Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.
3. **Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds provided the project sponsor requests and justifies the reimbursement in the grant application. Sponsor will be required to have an Indirect Cost Rate proposal approved in advance by the Air District. The Air District relies on OMB Circular A-87, Cost Principles for State, Local and Indian Tribal Governments for determining appropriate Indirect Costs for TFCA projects. Sponsor may choose not to charge any indirect costs to a TFCA project. Indirect costs are the reasonable overhead costs incurred in providing a physical place of work and in performing general support services and oversight. Examples include rent, utilities, office supplies, computer, payroll, reproduction, mailroom support staff, and management oversight. All administrative costs combined shall not exceed 5% of the project cost. Sponsor may choose not to charge any administrative costs to a TFCA project. All project costs must be specifically identified in the budget in the original project application and approved by the Air District in the project budget attachment A of the TFCA funding agreement.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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*Agenda Item 3.1.2
April 7, 2009*

Memorandum

DATE: March 30, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: Transportation Fund for Clean Air (TFCA): Draft FY 2009/10 Program

Action Requested

ACTAC is requested to recommend Board approval of the draft FY 2009/10 TFCA Program. As reflected in the FY09/10 Expenditure Plan Application, \$1,758,020 in TFCA funding is available to program to projects this cycle. Currently the draft program recommends \$1,696,887 in TFCA funding for projects with a remaining balance of \$61,133. Staff will propose revisions to the program that includes the entire programming capacity prior to the approval of the final program.

Discussion

As detailed in the attachment, the draft program recommends funding for eleven projects. The amount of TFCA funding recommended for each project is dependent upon the results of the required cost-effectiveness calculations.

The recommended program includes two projects that were not listed in the "pre-draft" summary presented at the March ACTAC meeting. These projects are: 1) Alameda's Webster Street SMART Corridors project, which is being proposed for the TFCA program as an exchange project; and 2) The Bike to Work Day project sponsored by the ACCMA. The Bike to Work Day project was added to the draft program recommendations following the discussion at the CMA's March Board meeting, where it was suggested the CMA seek future grant funding for this project.

Two projects were determined to be ineligible to receive TFCA funding.

Next Steps

Staff will continue to work with project sponsors to finalize the cost-effectiveness calculations and program the remaining balance of \$61,133. A final program is scheduled to be presented at the May ACTAC meeting.

Financial Impact

This programming action has no financial impact to the CMA. The TFCA funds included in this funding program are being made available by the Bay Area Air Quality Management District (Air District). Costs associated with the CMA's administration of the TFCA program are included in the current CMA budget.

FY 2009/10 TFCA Program Manager Fund - Draft Program

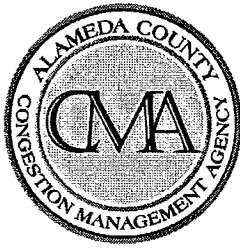
Recommended Projects								
Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Program Balance	Recommendation	TFCA Cost - Effectiveness	Comments
70% City/County Share								
Alameda	Webster St SMART Corridors	SMART Corridor Management along the Webster Corridor between Central Ave. in Alameda and Harrison St./7th in Oakland, including the Webster and Posey tubes and State Rt. 260.	\$1,234,000	\$400,000		\$ 400,000		Exchange Proposal. Staff working with sponsor on cost-effectiveness assumptions.
Alameda County	Fairmont Campus to BART shuttle Bus Service	A free, two bus shuttle service, for employees and the public, between the Bayfair BART Station and the Fairmont Campus, which includes the Ala. Co. Medical Center and the Juvenile Justice Center. To run on a continual loop, between 7am and 7 pm, M-F. Request is for one year, FY 09/10.	\$310,330	\$120,000	\$ 167,001	\$ 120,000	\$ 31,344	Letter from transit operator required. Working with sponsor on cost-effectiveness assumptions.
Albany	Ohlone Greenway Bicycle Path Widening	Widen 5,850 ft of Ohlone Greenway from 9 to 14 ft to accommodate bicycle and pedestrian use.	\$ 503,200	\$ 50,000	\$ 34,924	\$ 50,000		Staff working with sponsor on cost-effectiveness assumptions.
Berkeley	Citywide Bicycle Parking Program	Purchase and install at least 175 new on-street bicycle racks to expand on-street bicycle parking throughout the city.	\$46,887	\$ 46,887	\$ 46,887	\$ 46,887	\$ 21,521	
Fremont	South Fremont Arterial Management	Improve arterial operations along 5 corridors by upgrading existing traffic signal system equipment and updating existing traffic signal coordination plans for the weekday AM, Midday, and PM peak periods.	\$232,000	\$ 232,000	\$ 448,875	\$ 232,000	\$ 45,439	
Pleasanton	Sidewalks & Bike Lanes approaching Bernal Bridge at Arroyo De La Laguna	Sidewalks and Bike Lanes on approaches to the Bernal Bridge over Arroyo De La Laguna.	\$ 100,000	\$ 100,000	\$ 47,397	\$58,000	\$ 89,688	Sidewalk portion of project may not be eligible.
Pleasanton	Trip Reduction Program	Trip Reduction Program Employer-based and school-based program. The project also consists of monitoring efforts by conducting transportation surveys to gather data. Request is for one year, FY 09/10.	\$131,000	\$47,000		\$ 47,000	\$ 46,740	
Subtotal			\$2,557,417	\$995,887	\$745,084	\$953,887		
Total 70% Share					\$1,251,497			
			Recommendation under 70% Balance			(\$297,610)		

30% Transit Discretionary Share								
AC Transit	Easy Pass Transit Incentive Program	Market, implement, and expand the Easy Pass Transit Incentive Program which provides discounted bus passes. Request is for two year program.	\$350,000	\$350,000		\$350,000	\$ 81,075	Working with sponsor on cost-effectiveness assumptions.
ACCMA	Guaranteed Ride Home Program	Alameda County Guaranteed Ride Home Program is targeted to workers in Alameda County that use an alternative commute mode (carpool/vanpool, train/BART, bus ferry, walk or bike). Request is for two years, FYs 09/10 and 10/11.	\$280,000	\$280,000		\$ 280,000	\$ 18,116	
LAVTA	Route 70X (I-680) Operating Assistance	Operating for LAVTA's existing I-680 Express Bus, the 70X, which connects the Dublin/Pleasanton BART Station and the Hacienda Business Park with the Walnut Creek and Pleasant Hill BART Stations. Request is for one year, FY 09/10.	\$440,000	\$138,486		\$ 13,000	\$ 87,614	Working with sponsor on cost-effectiveness assumptions.
Subtotal			\$1,070,000	\$768,486	NA	\$643,000		
Total 30% Share						\$506,523		
			Recommendation over 30% Balance			\$136,477		

Other Projects								
ACCMA	Bike to Work Day Program: Marketing and Survey	Bike to Work Day Program: Marketing through promotional ads in East Bay for 2010 and 2011 Bike to Work Day. Funding request for two years including a follow up survey to gauge the Program's effectiveness.	\$ 100,000	\$ 100,000		\$ 100,000		Staff working to determine eligibility.
Subtotal			\$100,000	\$100,000	NA	\$100,000		

Total Recommendation			
Total TFCA Requested	Total TFCA Program Balance	Recommendation	Difference
\$1,864,373	\$1,758,020	\$1,696,887	\$61,133

Projects Not Recommended								
Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Program Balance	Recommendation	TFCA Cost - Effectiveness	Comments
Piedmont	Curb Ramps to Facilitate Pedestrian and Bicycle Access to Transit, Bus Stops, and Schools	Curb Ramps to Facilitate Pedestrian and Bicycle Access to Transit, Bus Stops, and Schools.	\$ 33,500	\$ 21,251	\$ 21,251			Project is not eligible for TFCA program.
Pleasanton	I-680 Park and Ride Lot	Design of Park and Ride Lot on Bernal Avenue at I-680	\$ 1,750,000	\$ 50,000				Project is not eligible for TFCA program.



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*April 7, 2009
Agenda Item 3.2*

Memorandum

Date: March 24, 2009
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Second Cycle Lifeline Transportation Fund: Revised Program

Action Requested

ACTAC is requested to recommend that the Board approve the attached Second Cycle Lifeline Transportation Fund revised program of projects (Attachment A). The program has been reduced from \$12.5 million to \$8.3 million to reflect a reduction in STA funds. This includes a \$1.1 million reduction in Tier 1, which is based on the revised State budget for 2008/09, and an estimated \$3.2 million reduction for Tier 2, which is subject to approval by the State in 2009/10.

Next Steps

Submit recommendations to Board. Transmit revised program to MTC.

Discussion

The CMA Board approved a \$12.5 million Lifeline Transportation Fund Program of Projects in December 2008, based on the estimated State budget at that time (Attachment B). The approved State budget reduced the STA funds that would have been used to fund the Lifeline Program in Alameda County. The impact to the program approved by the Board in December 2008 is a \$1.1 million reduction in Tier 1, and an estimated \$3.2 million reduction in Tier 2. The budget for Tier 2 will be confirmed after the State budget is finalized for 2009/10. The attached table, Attachment A, shows the revised program changes, based on the State budget, (which are also summarized below).

- AC Transit
Tier 1, reduced from \$5.035 million to \$4.219 million

- Tier 2, \$2.839 million removed (STA funds are not expected to be available in Tier 2)*
- BART
 - Tier 1, \$494,000 eliminated (Ashby bicycle parking & bicycle program),*
 - Tier 2, \$180,000 remains (Proposition 1B funds)*
- BART/Oakland Library Shuttle
 - \$219,000 moved from Tier 2 STA to Tier 1 STA*
- LAVTA
 - Tier 2, \$165,000 removed (no STA funds expected to be available)*

The BART project, reduced by \$494,000, was the lowest ranked project in the recommended program. The Oakland Library Shuttle, ranked second highest of all recommended projects, was moved from Tier 2 to Tier 1 because no STA funds are expected to be available in Tier 2. LAVTA programming for Route 14 in Tier 1 was left in place to match the proposed JARC funding.

Second Cycle Lifeline Transportation Fund: Draft Revised Program (Based on Revised STA Estimates)

			(\$x1,000)									
			Funding Requested			Source of Proposed Lifeline Funding				Funding Recommendation		
						Tier 1 - (Spring '09) \$5,314		Tier 2 - (Spring '10) \$2,840				
Project Rank	Sponsor	Project/Program & Description -scope recommended for funding	Operations	Capital	Total Funding Request	STA (\$4.527M)	JARC (\$.787M)	STA (\$0M)	Prop. 1B (\$2.840M)	Operations	Capital	Total Recommendation
Recommended Projects												
1	San Leandro Transportation Management Organization	San Leandro LINKS Shuttle: Service from San Leandro BART to employment & family services in W. San Leandro.	\$ 405	\$ -	\$ 405	\$ -	\$ 405	\$ -	\$ -	\$ 405		\$ 405
2	BART/Oakland Public Library, West Oakland Branch	A Quicker, Safer Trip to the Library to Promote Literacy: Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library.	\$ 219	\$ -	\$ 219	\$ 219	\$ -	\$ -	\$ -	\$ 219		\$ 219
3	Alameda County	Meekland Avenue Transit Access Improvements: Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs and lighting.	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500		\$ 2,500	\$ 2,500
4	Alameda County	Hacienda Ave Transit Access Improvements: Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.	\$ -	\$ 160	\$ 160	\$ -	\$ -	\$ -	\$ 160		\$ 160	\$ 160
5	AC Transit	AC Transit Existing Service Preservation in Communities of Concern: Continue existing services on Lines 63, 47, 40, 40, 91, 93, serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and South Hayward.	\$ 8,499	\$ -	\$ 8,499	\$ 4,220	\$ -	\$ -	\$ -	\$ 4,220		\$ 4,220
6	East Bay Bicycle Coalition/ Cycles of Change ¹	Neighborhood Bicycle Centers: Bike distribution and education programs in Oakland and Alameda	\$ 471	\$ -	\$ 471	\$ -	\$ 314	\$ -	\$ -	\$ 314		\$ 314
7	LAVTA ²	WHEELS Route 14 Service Provision: Continue service from residential Livermore to downtown business areas and regional transit at Livermore Transit Center.	\$ 321	\$ -	\$ 321	\$ 89	\$ 67	\$ -	\$ -	\$ 156		\$ 156
8	BART ³	Environmental Justice Access to BART: Tier 1: Install secure bike parking at Ashby & bike maintenance program at Berkeley & Fruitvale stations. Tier 2: Install secure bike parking at N. Berkeley & Berkeley stations.	\$ 54	\$ 3,200	\$ 3,254	\$ -	\$ -	\$ -	\$ 180	\$ -	\$ 180	\$ 180
Projects not Recommended												
9	LAVTA ⁴	WHEELS Route 14 Civic Center Busway & Stops: Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to houses, employment and social services.	\$ -	\$ 150	\$ 150	\$ -	\$ -	\$ -	\$ -			\$ -
10	BART	BART Feeder Service: Fund BART's subsidizing of local feeder bus service to BART stations.	\$ 3,000	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -			\$ -
11	LAVTA	WHEELS Route 14 Expansion Services: Expansion of Route 14 to Livermore Civic Center and Las Positas College.	\$ 1,018	\$ -	\$ 1,018	\$ -	\$ -	\$ -	\$ -			\$ -
12	Oakland	7th Street West Oakland Transit Village: Streetscape, pedestrian, bike and transit access improvements near W. Oakland BART station.	\$ -	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -			\$ -
13	AC Transit	AC Transit Bus Replacement: Funding for the prioritized bus replacements for FY 07/08 and 08/09 .	\$ -	\$ 2,827	\$ 2,827	\$ -	\$ -	\$ -	\$ -			\$ -
14	LAVTA	LAVTA Rapid Weekend Service: New weekend service for Rte 10 Bus Rapid Transit.	\$ 541	\$ -	\$ 541	\$ -	\$ -	\$ -	\$ -			\$ -
Total Requested			\$ 4,559	\$ 9,637	\$ 24,165	Total Recommendation				\$ 5,314	\$ 2,840	\$ 8,154

Notes

1. Recommendation funds first two years of the three year request.
2. Total of \$156K in Tier 1 funds FY 09/10 request. \$67.5K JARC approved by CMA Board on 9/25.
3. Tier 2 portion funds Berkeley and N. Berkeley bike facilities.
4. Staff is exploring options for funding this project through an exchange and/or STIP funding.

Modal Split of Funding Recommendation

Mode	%	Operations	Capital	Total
Bicycle	6%	\$ 314	\$ 180	\$ 494
Transit Operations	61%	\$ 5,000	NA	\$ 5,000
Transit Access	33%	NA	\$ 2,660	\$ 2,660
Total	100%	\$ 5,314	\$ 2,840	\$ 8,154

Second Cycle Lifeline Transportation Fund: Final Program (approved by CMA Board on December 11, 2008)

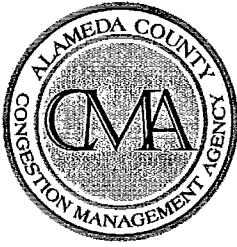
			(\$x1,000)									
			Funding Requested			Source of Proposed Lifeline Funding				Funding Recommendation		
						Tier 1 - (Spring '09) \$6,405		Tier 2 - (Spring '10) \$6,063				
Project Rank	Sponsor	Project/Program & Description -scope recommended for funding	Operations	Capital	Total Funding Request	STA (\$5.618M)	JARC (\$.787M)	STA (\$3.223M)	Prop. 1B (\$2.840M)	Operations	Capital	Total Recommendation
Recommended Projects												
1	San Leandro Transportation Management Organization	San Leandro LINKS Shuttle: Service from San Leandro BART to employment & family services in W. San Leandro.	\$ 405	\$ -	\$ 405	\$ -	\$ 405	\$ -	\$ -	\$ 405		\$ 405
2	BART/Oakland Public Library, West Oakland Branch	A Quicker, Safer Trip to the Library to Promote Literacy: Continued shuttle service for Oakland pre-school and schoolchildren, teachers and parents to the W. Oakland Library.	\$ 219	\$ -	\$ 219	\$ -	\$ -	\$ 219	\$ -	\$ 219		\$ 219
3	Alameda County	Meekland Avenue Transit Access Improvements: Bus access improvements on Meekland Avenue including sidewalk, ADA ramp, bulb outs and lighting.	\$ -	\$ 2,500	\$ 2,500	\$ -	\$ -	\$ -	\$ 2,500		\$ 2,500	\$ 2,500
4	Alameda County	Hacienda Ave Transit Access Improvements: Bus access improvements, including sidewalks and high visibility pedestrian crossings on Hacienda Ave between Hathaway Ave and Hesperian Blvd.	\$ -	\$ 160	\$ 160	\$ -	\$ -	\$ -	\$ 160		\$ 160	\$ 160
5	AC Transit	AC Transit Existing Service Preservation in Communities of Concern: Continue existing services on Lines 63, 47, 40, 40, 91, 93, serving Alameda, Oakland, San Leandro, Ashland, Cherryland, San Leandro, and South Hayward.	\$ 8,499	\$ -	\$ 8,499	\$ 5,035	\$ -	\$ 2,839	\$ -	\$ 7,874		\$ 7,874
6	East Bay Bicycle Coalition/ Cycles of Change ¹	Neighborhood Bicycle Centers: Bike distribution and education programs in Oakland and Alameda	\$ 471	\$ -	\$ 471	\$ -	\$ 314	\$ -	\$ -	\$ 314		\$ 314
7	LAVTA ²	WHEELS Route 14 Service Provision: Continue service from residential Livermore to downtown business areas and regional transit at Livermore Transit Center.	\$ 321	\$ -	\$ 321	\$ 89	\$ 67	\$ 165	\$ -	\$ 321		\$ 321
8	BART ³	Environmental Justice Access to BART: Tier 1: Install secure bike parking at Ashby & bike maintenance program at Berkeley & Fruitvale stations. Tier 2: Install secure bike parking at N. Berkeley & Berkeley stations.	\$ 54	\$ 3,200	\$ 3,254	\$ 494	\$ -	\$ -	\$ 180	\$ 54	\$ 620	\$ 674
Projects not Recommended												
9	LAVTA ⁴	WHEELS Route 14 Civic Center Busway & Stops: Construct turnaround busway and two bus stops with shelters and benches at Civic Center, adjacent to houses, employment and social services.	\$ -	\$ 150	\$ 150	\$ -	\$ -	\$ -	\$ -			\$ -
10	BART	BART Feeder Service: Fund BART's subsidizing of local feeder bus service to BART stations.	\$ 3,000	\$ -	\$ 3,000	\$ -	\$ -	\$ -	\$ -			\$ -
11	LAVTA	WHEELS Route 14 Expansion Services: Expansion of Route 14 to Livermore Civic Center and Las Positas College.	\$ 1,018	\$ -	\$ 1,018	\$ -	\$ -	\$ -	\$ -			\$ -
12	Oakland	7th Street West Oakland Transit Village: Streetscape, pedestrian, bike and transit access improvements near W. Oakland BART station.	\$ -	\$ 800	\$ 800	\$ -	\$ -	\$ -	\$ -			\$ -
13	AC Transit	AC Transit Bus Replacement: Funding for the prioritized bus replacements for FY 07/08 and 08/09 .	\$ -	\$ 2,827	\$ 2,827	\$ -	\$ -	\$ -	\$ -			\$ -
14	LAVTA	LAVTA Rapid Weekend Service: New weekend service for Rte 10 Bus Rapid Transit.	\$ 541	\$ -	\$ 541	\$ -	\$ -	\$ -	\$ -			\$ -
Total Requested			\$ 4,559	\$ 9,637	\$ 24,165	Total Recommendation				\$ 9,187	\$ 3,280	\$ 12,467

Notes

1. Recommendation funds first two years of the three year request.
2. Total of \$156K in Tier 1 funds FY 09/10 request. \$67.5K JARC approved by CMA Board on 9/25.
3. Tier 1 funds bike facilities at Ashby & bike maintenance program. Tier 2 portion funds Berkeley and N. Berkeley bike facilities.
4. Staff is exploring options for funding this project through an exchange and/or STIP funding.

Modal Split of Funding Recommendation

Mode	%	Operations	Capital	Total
Bicycle	8%	\$ 368	\$ 620	\$ 988
Transit Operations	71%	\$ 8,819	\$ -	\$ 8,819
Transit Access	21%	NA	\$ 2,660	\$ 2,660
Total	100%	\$ 9,187	\$ 3,280	\$ 12,467



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*April 7, 2009
Agenda Item 3.3*

Date: March 30, 2009
To: ACTAC
From: Diane Stark, Senior Transportation Planner
Subject: Transit Oriented Development Quarterly Report

Action Requested

ACTAC is requested to review and approve the attached Transit Oriented Development (TOD) Quarterly Fund Monitoring and Project Status Report. The report provides project and funding status of nine Transit Oriented Development projects identified in the Countywide Transportation Plan (CTP): MacArthur, W. Oakland, Oakland Coliseum, Ashby/Ed Roberts Campus, San Leandro, Union City, Warm Springs, South Hayward and Fruitvale Phase II.

Next Steps


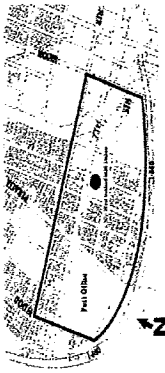
Submit the quarterly report to the CMA Board for acceptance at the April meeting.


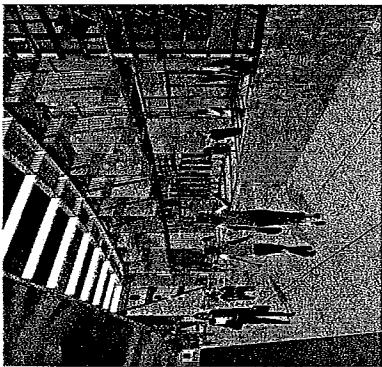
Discussion

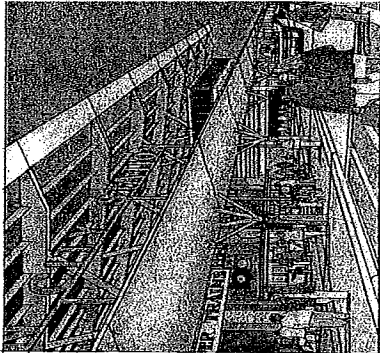
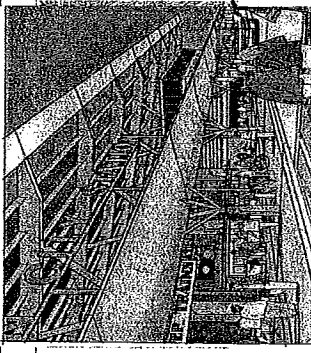
The attached quarterly report provides a status of the delivery of nine TOD projects in the Countywide Transportation Plan (CTP). In addition to an update of the progress of each project, it also provides a Fund Monitoring Report for eight active projects in the CTP. This report tracks this quarter's status and upcoming requirements for programmed TOD funds, i.e., those included in an official document showing a commitment of funding approved or adopted by the governing board responsible for the administration of the funds. The report is based on information provided by the sponsors and funding agencies such as the CMA, MTC, Caltrans and the CTC.

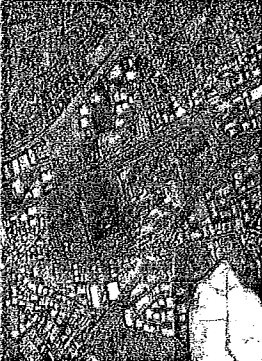
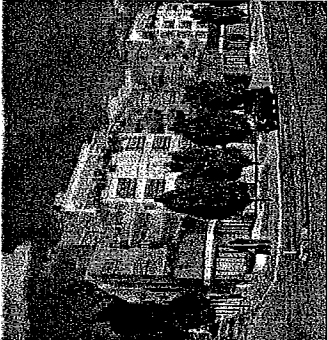

Following ACTAC's review, the quarterly report will be presented to the Board. Updates of the status of funding and the delivery of the TOD projects will continue to be provided to the Board quarterly.

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TOD Project ¹	2nd Quarter, October to December 2008	3rd Quarter, January to March 2009
TOD PROJECTS IN COUNTYWIDE		
 Coliseum BART Transit Village	<p>Agreements: City worked to develop a workable replacement parking approach with BART and continued to refine a viable development approach with developers. Funding: Submitted a STIP grant for streetscape improvement and replacement parking for the CTV project.</p>	<p>No changes reported.</p>
 W. Oakland BART TOD	<p><u>Environmental</u>: Caltrans stated that they do not have any comments on Phase II . Archeological Survey Report (ASR) was submitted to Caltrans for review. <u>Design</u>: Will do the civil and electrical design in house. Architect and a Landscape Architect were hired.</p>	<p>The City received environmental clearance from Caltrans. Currently working on 90% design.</p>

TOD Project[1]	2nd Quarter, October to December 2008	3rd Quarter, January to March 2009
<p>MacArthur Transit Village</p> 	<p><u>Environmental:</u> NEPA work is underway. <u>Design:</u> No changes. <u>Development Approvals:</u> Redevelopment funding agreement scheduled to go before City Council in December 2008.</p>	<p><u>Environmental:</u> NEPA work is underway. <u>Design:</u> No changes. <u>Development Approvals:</u> Redevelopment funding agreement is currently being negotiated and should go before City Council in June 2009.</p>
<p>Ashby/Ed Roberts Campus</p> 	<p><u>Funding:</u> ERC closed all loans, transferred property from BART to ERC, and secured private pledges to allow construction to start. <u>Construction:</u> Construction underway. <u>Next Steps:</u> ERC to open Spring 2010.</p>	<p><u>Funding:</u> The ERC received notice of a \$475,000 earmark in the recent federal FY 09 Annual Appropriation. <u>Construction:</u> Construction is ongoing. <u>Next Steps:</u> ERC to open Spring 2010.</p>

TOD Project[1]	2nd Quarter, October to December 2008	3rd Quarter, January to March 2009
<p>Union City TOD</p> 	<p><u>Construction:</u> BART Phase 1 Site Improvement and Station Improvement contracts to reconfigure and expand the west side of the BART Station were awarded and construction underway.</p> <p><u>Next Steps:</u> Continue to work with BART, Dumbarton Rail, CCJPA and funding agencies to complete BART Phase 2 and the passenger rail station; and continue to identify incremental projects to achieve the ultimate goal of integrating the intermodal station with TOD.</p>	<p>No changes reported.</p>
<p>San Leandro Transit Village</p> 	<p><u>Funding:</u> The City was awarded two MTC Station Area Grants. The first is for studying and preparing plans for reducing San Leandro Boulevard from 7 to 5 lanes and other related improvements. The second is for an infrastructure capacity and funding study, specifically for sewer and storm drainage capacity and funding mechanisms in the TOD Strategy area.</p>	<p><u>Funding:</u> Funding for the Prop State Housing 1C (\$24.46 million) is pending (100 for affordable units and 200 market rate units).</p> <p><u>Entitlements:</u> Entitlements for San Leandro Crossing are underway. The Alameda at San Leandro Crossing (BRIDGE) was approved by the Planning Commission on January 22, 2009 for Site Plan Review and recommendation to the City Council for the Vesting Tentative map. The City Council approved the Vesting Tentative Map on March 2, 2009.</p> <p><u>Next Steps:</u> Consideration of redevelopment set aside funds will occur on April 6, 2009. The Cornerstone at San Leandro Crossings (Westlake and BUILD's market rate units) continues with its entitlement process. Planning Commission review could occur in April of 2009.</p>

TOD Project[1]	2nd Quarter, October to December 2008	3rd Quarter, January to March 2009
<p>Warm Springs BART TOD</p> 	<p>Revised zoning ordinances for condos within 1/2 mile of TODs.</p>	<p>Warm Springs TOD is part of the General Plan 2030 Update, which is anticipated to be complete summer 2010.</p>
<p>South Hayward TOD</p> 	<p>The City of Hayward processed a mixed use master plan proposal at the South Hayward BART Station with nearly 800 residential units, including affordable apartments developed by Eden Housing and a new 58,000+ square foot Safeway store at an overall density of just over 75 units per net acre. Also included was a seven-level BART replacement parking garage. Also, the Hayward City Council continued action until consideration of authorization to develop a Form Based Code in the South Hayward BART Station area, to allow the Hayward Planning Commission opportunity to review and comment on the proposal.</p>	<p><u>Development:</u> On March 17, 2009, Hayward City Council approved a zone change application for a mixed use master plan proposal at the South Hayward BART Station that includes 788 residential units, 206 of which would be affordable apartments developed by Eden Housing, and a new 58,500 square foot Safeway store, at an overall density of just over 75 units per net acre. Also included is a seven level, 910 space BART replacement parking garage. <u>Next Steps:</u> On April 2, 2009, the Hayward City Council is scheduled to authorize a contract with a consultant to begin the development of a Form Based Code for the South Hayward BART Station area.</p>
<p>Fruitvale TOD, Phase II</p> 	<p><u>Approvals and Permits:</u> Applicant submitted a substantial application to the City and anticipates review and entitlement to occur in the next twelve months. Land conveyance is expected to be reflected in early 2010.</p>	<p><u>Development:</u> City of Oakland Planning Commission held a scoping session on the project in January. A limited environmental impact report is required to assess certain impacts. <u>Next Steps:</u> Entitlement should be received by the end of 2009, and land conveyance is anticipated in mid-2010. Applicant anticipates a dense, mixed income residential project with both rental and for-sale elements.</p>
<p>[1] This is a quarterly report of the eight TOD projects in the Alameda Countywide Transportation Plan and two active TOD projects in Alameda County.</p>		

Programmed Funds Monitored by Alameda County CMA						
Index	Sponsor	Project Title	Program	Phase	FY	Date Req'd
					Prog'd Amt (\$ x 000)	Required Activity
1	BART	Dublin/Pleasanton BART Station Area TOD				
	CMA TIP		Con	NA	\$ 3,675	Submit Quarterly Progress Report
2	BART	Warm Springs Station (Future) Area TOD				4/15/09
		No funds being monitored by the CMA at this time				
3	Berkeley	Ed Roberts Campus - Ashby BART Station Area TOD				
	SAFETEA-LU	Earmark	Con	NA	\$ 2,508	Drawdown Grant
	STIP	RIP-TE	Con	07/08	\$ 1,200	Accept Contract within 3 years from Award
	STIP	RIP	Con	07/08	\$ 2,000	Accept Contract within 3 years from Award
	STIP	RIP	Con	07/08	\$ 2,614	Accept Contract within 3 years from Award
	FTA	Earmark	Con	NA	\$ 300	Drawdown Grant
	CMAQ	Lifeline	Con	08/09	\$ 1,386	Drawdown Grant
	ACTIA	Para Gap	Con	NA	\$ 141	Drawdown Grant
	CMAQ	TLC	Con	07/08	\$ 2,000	Drawdown Grant
	ACTIA	TCD	Con	NA	\$ 230	Drawdown Grant
	CMAQ	HIP	Con	07/08	\$ 544	Drawdown Grant
	ACTIA	Bike/Ped Grant	Con	NA	\$ 136	Drawdown Grant
	RM2	Safe Routes to Træ	Con	07/08	\$ 325	Drawdown Grant
Report Continued on Next Page						

Programmed Funds Monitored by Alameda County CMA (cont.)							
Index	Sponsor	Project Title	Fund Source	Program	Phase	FY	Date Req'd
4 Oakland Coliseum BART Station Area TOD							
	CMATIP			Con	NA	\$ 500	4/15/09
	STIP	RIP-TE		TBD	TBD	\$ 885	Submit Quarterly Progress Report Amend into STIP (Note 3)
	FTA	Earmark		Con	NA	\$ 600	Agreement with Transit Agency (Note 4)
	CMAQ				06/07	\$ 89	Liquidate Funds Submit Invoice at least once every 6 months
	TDA			Con	NA	\$ 189	
5 West Oakland BART Station Area TOD							
	STIP	RIP-TE		Con	09/10	\$ 1,300	Allocate Funds
	CMAQ	TLC		PE	07/08	\$ 320	Liquidate Funds Submit Invoice at least once every 6 months
	CMAQ	TLC		Con	08/09	\$ 2,330	Advertise Construction Contract (Award three months later) (First Invoice six months later)
							6/30/10 11/5/13 7/22/09
6 MacArthur BART Station Area TOD							
	CMATIP			PE	04/05	\$ 500	Submit Quarterly Progress Report Liquidate Funds
	CMAQ			Con	07/08	\$ 100	Submit Invoice at least once every 6 months
	CMAQ			PE	05/06	\$ 200	Liquidate Funds Submit Invoice at least once every 6 months
	CMAQ			Con	06/07	\$ 681	Liquidate Funds Submit Invoice at least once every 6 months
	CMAQ			Con	07/08	\$ 215	Liquidate Funds Submit Invoice at least once every 6 months
	STIP	RIP-TE		Con	07/08	\$ 193	Accept Contract within 3 years from Award
	STIP	RIP-TE		TBD	TBD	\$ 953	Amend into STIP (Note 3)-BART to be sponsor
							4/15/09 6/12/14 3/30/13 3/30/13 9/15/13 12/1/10
Report Continued on Next Page							

Programmed Funds Monitored by Alameda County CMA (cont.)						
Index	Sponsor	Project Title		Phase	FY	Prog'd Amt (\$ x 000)
	Fund Source	Program				Required Activity
						Date Req'd
7	San Leandro	BART TOD				
	No funds being monitored by the CMA at this time					
8	Union City	Union City Intermodal Station Area TOD				
	CMAQ	TLC	Con	05/06	\$	3,024 Drawdown FTA Grant
	CMAQ	TLC	Con	07/08	\$	1,824 Drawdown FTA Grant
	STIP	RIP-TE	Con	05/06	\$	5,307 Accept Contract within 3 years from Award
	STIP	RIP-TE	Con	06/07	\$	2,000 Accept Contract within 3 years from Award
	STIP	RIP	Con	05/06	\$	720 Accept Contract within 3 years from Award
	STIP	RIP	Con	06/07	\$	9,787 Accept Contract within 3 years from Award
	STIP	RIP	Con	07/08	\$	4,600 Accept Contract within 3 years from Award
	TCRP		Con	NA	\$	1,880 Drawdown Grant
	SAFETEA-LU	Earmark	Con	NA	\$	3,553 (Note 2)
Notes: This is a report of eight TOD projects in the Countywide Transportation Plan. It does not include TOD projects in progress that are not in the Plan.						
1	CMATIP Fund Transfer Agreements must be executed prior to any reimbursements being approved.					
2	SAFETEA-LU Earmarks are not subject to timely use of funds provisions. The amounts available for authorization each federal fiscal year are prescribed by the legislation and adjusted annually during the budget process.					
3	2008 STIP TE funds were adopted into the 2008 STIP as a County Reserve. Individual project sponsors must amend projects into STIP prior to allocation. The amendment process includes approvals by the CMA, MTC and CTC and can take four months.					
4	FTA funds are reimbursed through FTA grants. Sponsors must be an eligible transit agency or have an agreement with an eligible transit agency to receive funds.					
5	Funds with "NA" shown under FY do not have a specific fiscal year associated with the programming.					

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Memorandum

*April 7, 2009
Agenda Item 3.4.1*

Date: March 23, 2009
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2009 CMP Update- Revised Monitoring Segments for State Route (SR) 84 in East County

Action Requested

ACTAC is requested to recommend that the Board approve the revised roadway segments developed for SR 84 in East County for level of service monitoring purposes. The SR 84 segments are revised to refine the short segments that were adopted as part of the 2007 CMP. These segments were used in the 2008 LOS Monitoring effort, and were found to need further refinement. The revised segments are proposed for travel time runs in the 2010 LOS Monitoring Study.

Next Steps

Upon approval by the CMA Board, Chapter 2-Designated Roadway System and Chapter 3-Level of Service Monitoring of the CMP will be updated and the new roadway segments will be included in the LOS Monitoring reports starting in 2010.

Discussion

The CMP roadway segments were originally adopted in 1991. As part of the 2007 update to the CMP, the longer roadway segments that were originally adopted in 1991 were reviewed and shorter segments were developed to reflect the changes in land use and traffic patterns. However, during the 2008 LOS Monitoring effort, the segmentation of SR 84 in East County was found to need further refinement.

SR 84 was reviewed applying the same criteria that was used in the segmentation exercise for the 2007 CMP Update:

- Segments should be at least one mile and not more than five miles in length. It should be noted that there were some exceptions to this criteria in the 2007 CMP Update. If there were logical or important check points present on the roadway

and splitting the segment at that point would show a difference in roadway performance, then some segments shorter than one mile long were also created.

- Logical segment break points include: jurisdictional boundaries, points where the number of travel lanes change, locations where land-use changes occur (example-commercial area versus residential), points where the posted speed limit changes, or where the number of adjacent driveways is significantly different.

As a result of the review for the 2009 CMP Update, four long segments from the 2008 LOS Monitoring were further split into shorter segments to appropriately reflect the existing land use and traffic patterns. Attachment I presents the revised SR 84 CMP roadway segments. New segments are shown in **bold** and the long segments divided to develop these shorter segments are shown in ~~strike-out~~.

The new segmentation details have been sent to the respective local jurisdictions, which are the Cities of Fremont, Union City, Livermore and Pleasanton and Alameda County, for review and comments. Comments received will be reported at the ACTAC meeting.

CMP Arterial Roadway Segments - State Route 84 with proposed new short segments

#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Plan Area	No of Lanes	Prior LOS "F" (Years)	2008 LOS Results	
		From	To						Speed	LOS
121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.30	3	2		34.9	B
122	SR 84 - EB	Union City Limit	Palamoras	Fre	0.90	3	2		39.6	A
123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.22	3	2		42.0	A
124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd/Main St.	Fre	1.71	3	2		45.9	A
125	SR 84 - EB	Sunol Rd/Main St.	Plea-Sunol Rd	Fre	0.50	3	2		5.2	F
126	SR 84 - EB	Plea-Sunol Rd	SR 84 (Off)/I-680	Unin	1.23	3	2	02-04,06	41.4	B
127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Nuc.Cntr-	Unin	2.24	3	2	02-04,06	23.6	F
	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos/Ranch Rd	Unin				02-04,06		
	SR 84 - EB	Vallecitos/Ranch Rd	Vallecitos Nuc.Cntr	Unin		3		02-04,06		
128	SR 84 - EB	Vallecitos Nuc.Center E	Isabel/Vallecitos	Unin	3.72	3			38.7	C
	SR 84 - EB	Vallecitos Nuc.Center	Vargas Rd	Unin						
	SR 84 - EB	Vargas Rd	Ruby Hill /Kaithoff	Unin						
	SR 84 - EB	Ruby Hill/Kaithoff	Isabel/Vallecitos	Unin		3	4			
129	SR 84 (Liv) - NB	Isabel/Vallecitos	Vineyard	Liv	1.15	4			40.7	A
130	SR 84 (Liv) - NB	Vineyard	Stanley	Liv	1.53	4			38.4	A
	SR 84 (Liv) - NB	Vineyard	Concannon	Liv						
	SR 84 (Liv) - NB	Concannon	Stanley	Liv						
131	SR 84 (Liv) - NB	Stanley	Airway/Kitty Hawk	Liv	1.55	4			36.0	A
	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv						
	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv		4				
132	SR 84 (Liv) - NB	Airway/Kitty	I-580 (Off)	Liv	1.06	4			30.4	B
133	SR 84 (Liv) - SB	I-580 (On)	Airway/Kitty Hawk	Liv	1.06	4			30.7	B
134	SR 84 (Liv) - SB	Airway/Kitty	Stanley	Liv	1.55	5			46.2	A
	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv						
	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv		6				
135	SR 84 (Liv) - SB	Stanley	Vineyard	Liv	1.53	4			40.8	A
	SR 84 (Liv) - SB	Stanley	Concannon	Liv						
	SR 84 (Liv) - SB	Concannon	Vineyard	Liv						
136	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.15	4			46.1	A
137	SR 84 - WB	Isabel/Vallecitos	Vallecitos Nuc.Cntr-	Unin	2.62				45.7	A
	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Unin						
	SR 84 - WB	Ruby Hill /Kaithoff	Vargas Rd	Unin						
	SR 84 - WB	Vargas Rd	Vallecitos Nuc.Cntr	Unin						
138	SR 84 - WB	Vallecitos Nuc.Cntr-	Plea-Sunol Rd	Unin					42.8	B
	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln/Ranch Rd	Unin		3	2			

CMP Arterial Roadway Segments - State Route 84 with proposed new short segments

#	CMP Route	Segment Limits		Jurisdiction	Length (miles)	Plan		No of Lanes	Prior LOS "F" (Years)	2008 LOS Results	
		From	To			Area				Speed	LOS
	SR 84 - WB	Vallecitos Ln/Ranch Rd	Ple-Sunol Rd	Unin		3		2			
139	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.52	3		2		35.5	B
140	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.78	3		2		49.8	A
141	SR 84 - WB	Niles Canyon Quarry	Fremont City Limit	Fre	0.92	3		2		47.8	A
142	SR 84 - WB	Fremont City Limit	Union City Limit	Fre	1.57	3		2		29.1	D
143	SR 84 - WB	Union City Limit	SR 238	Fre	1.84	3		2		38.3	B

Note:

The segments-struck-out will be the ones to be segmented and the segments in **bold** are the newly developed shorter segments.
The segment numbers are based on the 2008 LOS Monitoring Report



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Memorandum

April 7, 2009
Agenda Item 3.4.2

Date: March 23, 2009
To: ACTAC
From: Saravana Suthanthira, Senior Transportation Planner
Subject: 2009 CMP Update: Travel Time Data Collection on Bay Crossings

Action Requested

ACTAC is requested to recommend that the Board review and provide input on how travel time data on the three Bay Bridge crossings connecting Alameda County to San Francisco and the Peninsula should be collected:

1. Using the Freeway Performance Monitoring System (PeMS) data
2. Conducting floating car runs at an approximate additional cost of \$10,000 per monitoring period
3. Doing nothing

The recommendation will be applied to the 2010 LOS Monitoring Study. The purpose of collecting travel time data on the bridges is so that the travel time trend and performance can be assessed and reported in the LOS Monitoring reports.

Next Steps

Based on the ACTAC's recommendation, the staff report will be revised and brought back to the Committees and the CMA Board in May. Upon the approval by the CMA Board, Chapter 8-Conformance, Monitoring and Deficiency Plans will be updated.

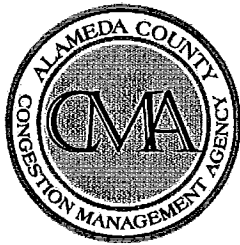
Discussion

The Level of Service Monitoring report included travel time data on all the three Bay Bridge crossings (Dumbarton, San Mateo and Bay Bridges) in 2001 and 2003. This data was obtained from the Highway Congestion Monitoring Program conducted by Caltrans for the years 2001 and 2003. Starting in 2005, MTC assumed responsibility for the Highway Congestion Monitoring Program. Because MTC stops collecting travel time data at the toll plazas where queues form or speeds reduce, travel time data on the three Bay Bridge crossings has not been reported in the LOS Monitoring Report since 2005.

These Bay Bridge crossings are important county to county regional links. Travel time data on these bridges provide a measure to see how these connections are performing over time. Therefore, inclusion of this data to the LOS Monitoring report provides useful information for identifying where transportation investments should be made.

Since this data is not used in the annual Conformity process, using Freeway Performance Measurement System (PeMS) data can be explored. PeMS may prove to be reliable and less expensive than using floating car runs along with the other CMP routes. Based on previous data collection costs, collecting travel time data using floating car runs on the three bridges would add about \$10,000 to the biennial LOS Monitoring effort, which is anticipated to be \$80,000 for 2010. The last option is to not collect or report data on the bridges.

ACTAC is requested to review and provide input on how travel time data on the three Bay Bridge Crossings connecting Alameda County to San Francisco and the Peninsula should be collected



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

April 7, 2009
Agenda Item 3.5.1

Memorandum

Date: March 27, 2009
To: ACTAC
From: Matt Todd, Manager of Programming
Subject: **State Transportation Improvement Program (STIP) Amendment Request:
Transportation Enhancement (TE) Reserve**

Action Requested

ACTAC is requested to review and recommend Board approval of ACCMA's STIP Amendment request for the subject project. The amendment is requesting that \$2.24 million of STIP TE Reserve funds be moved from FY 2009/10 to FY 2010/11.

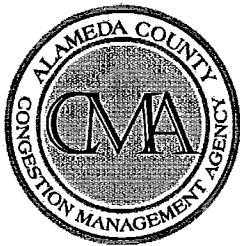
Discussion

The ACCMA desires to submit a STIP amendment request for the ACCMA's TE Reserve, STIP PPNo. 2100C. In the current 2008 STIP, the TE Reserve has \$2.24 million programmed in FY 2009/10. Most of the \$2.24 million was STIP-TE programming approved by the ACCMA in January 2006 as part of the County's TLC program. To date four of the six TLC projects have been allocated from the TE Reserve.

The sponsors of the unallocated TE funds do not intend to allocate the remaining STIP TE funding until FY 2010/11. Therefore, the ACCMA is requesting that the STIP be amended to move the \$2.24 million to FY 2010/11.

Per the STIP Guidelines, such an amendment needs to be approved prior to the start of the fiscal year in which the funds are currently programmed. To meet the deadline, the amendment needs to be scheduled for notice at the May 2009 CTC meeting and considered for approval at the June 2009 meeting. On March 16, 2009, the ACCMA initiated the amendment process by submitting a letter requesting MTC's required concurrence with the STIP amendment request.

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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April 7, 2009
Agenda Item 3.5.2

Memorandum

Date: March 27, 2009

To: ACTAC

From: Matt Todd, Manager of Programming

Subject: **State Transportation Improvement Program (STIP) Extension Request:
AC Transit Berkeley/Oakland/San Leandro Corridor MIS Study**

Action Requested

ACTAC is requested to review and provide a recommendation to the Board regarding AC Transit's one-year STIP Extension request to the June 30, 2009 expenditure deadline for the subject project.

Discussion

Per the STIP Timely Use of Funds Provisions, STIP funds allocated for ENV, PSE, or ROW activities need to have expenditures completed by the end of the second FY following the FY in which the funds were allocated. On April 27, 2007, the CTC allocated \$2.7 million in STIP funding to the subject project (STIP PPNo. 2009C), which set the expenditure deadline at June 30, 2009. On February 25, 2009 AC Transit submitted to Caltrans the attached one-year STIP extension request. The sponsor cited delays in the completion of the FEIR/FEIS as the reason for the extension request.

Next Steps

The request should be scheduled to be considered by the May CTC meeting. Per the STIP Guidelines, extension requests need to be approved prior to the deadline. The ACCMA is responsible for programming STIP funds in Alameda County. To reduce the risk of losing STIP funding due to delayed extension requests by the sponsor, the CMA needs to review and approve extension requests in advance of submitting to Caltrans/CTC. CMA staff has reviewed many STIP extension requests and can assist sponsors with this process. Staff proposes to address the issue of the extension request process/review as part of the 2010 STIP.

Attachment

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Alameda-Contra Costa Transit District

Rick Fernandez, General Manager

February 25, 2009

Mr. Wade Greene, Chief
State Grants Branch
Office of Public Transportation
Caltrans, District 4
P.O. Box 23660
Oakland, CA 94623-0660

RECEIVED
FEB 27 2009

BY: _____

**RE: Request for a One-Year Extension for Completion of Project Funded under 2006
State Transportation Improvement Program (STIP)**

PPNO: 04-2009C

**Project Title: AC Transit's Berkeley/Oakland/San Leandro Corridor - Bus Rapid
Transit Final Environmental Impact Report (FEIR) & Final Environmental Impact
Statement (FEIS)**

Dear Mr. Greene:

We are requesting that the California Transportation Commission (CTC) approve a one-year extension for completion of AC Transit's Berkeley/Oakland/San Leandro Corridor - Bus Rapid Transit FEIR/FEIS. The revised completion date is June 30, 2010.

As part of the environmental process, AC Transit has been working with the Cities of Oakland, Berkeley, and San Leandro to solidify the project in their respective areas. In order to complete the FEIR/FEIS, the cities must identify the locally preferred alternative. AC Transit staff and City staff have been working together to address issues that local jurisdictions have identified in order to present the preferred alternative for adoption by their respective City Councils. Additionally, the cities have indicated a need to coordinate a larger vision for the corridor, while identifying specific characteristics and "look" to the system in their areas. For Berkeley and Oakland, this has required that AC Transit and City staff work with each individual neighborhood District, their respective City Council members, and communities. Consequently, it is much like working with multiple cities within each city. This has extended the period of time that we had originally anticipated to complete the environmental document.

In order to focus on these issues, a Policy Advisory Committee with elected officials, as well as a Technical Advisory Committee has been reestablished. All three Cities are identifying plans to complete the process within the next 6 to 9 months so that AC Transit can complete the FEIR/FEIS by June 2010.

AC Transit's latest Grant Activity Report shows \$1,082,004 expended at the end of 2008, or 40% of the total allocated STIP funds.

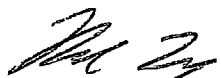
...2/

Mr. Wade Greene, Chief
State Grants Branch
Caltrans, District 4
February 25, 2009
Page 2 of 2

If you need additional information, please contact my staff member Kate Miller at (510) 891-4859 or Chenxia Li at (510) 891-4855.

Thank you for your assistance in expediting this request.

Sincerely,



Rick Fernandez
General Manager

RF/km/clt

Cc: Matt Todd – Alameda County Congestion Management Agency
Ross McKeown – Metropolitan Transportation Commission
Tina Spencer – AC Transit

Table 2

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
LAND USE RELATED PROJECTS - ACTIVE							
1	Alameda	NOP	Boatworks Village	PLN-08-189			EIR being prepared.
2	Alameda County	NOP/DEIR	Sutter Medical Center, Castro Valley	NA	Tier 1	5/28/2008	
3	Alameda County	DEIR	Eden Area General Plan	NA	Tier 1	12/14/2006	
4	Alameda County	NOP/DEIR	Castro Valley General Plan	NA	Tier 1	5/24/2007 8/17/2006	DEIR circulated on April 11, 2007
5	Alameda County	NOP/DEIR	238 Bypass Land Use Study	NA			DEIR released March 3, 2009. Comment period ends April 16, 2009.
6	Albany	NOP/DEIR	University Village at San Pablo	NA	Tier 1	5/1/2008	
7	Berkeley	NOP of EIR	651 Addison Street Mixed Use Project	NA	Tier 1	8/22/2007	DEIR is complete.
8	Berkeley	NOP	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004 5/12/2008	DEIR complete.
9	Berkeley	NOP	Downtown Area Plan	NA	Tier 1	3/20/2009	DEIR released January 2009
10	Dublin	NOP/DEIR	Arroyo Vista Development Project	NA	Tier 1	3/20/2009	DEIR published.
11	Dublin	GPA	Dublin Land Co.	Resolution 50-03	Tier 1		Initiated March 2003. No CEQA document yet.
12	Dublin	GPA	Scarlett Court Specific Plan	03-063	Tier 1		Initiated on 03/03. Phase I (design guidelines and overlay zoning district) complete. Phase II (land use changes) not complete. No CEQA yet.
13	Dublin	GPA	Camp Parks RFTA	03-015	Tier 1		Project development in process. No application or project description yet. No CEQA process yet. A Master Developer has been selected.
14	Dublin	GPA	Transportation Corridor GPA Study	PA-02-053	Tier 1		GPA study initiated March 2003. Project still in progress.
15	Dublin	GPA, SPA, DEIR/NOP	Nielsen	PA 07-057	Tier 1	6/11/2008	No CEQA document yet. DEIR complete.
16	Dublin	GPA, SPA, NOP for DEIR	Grafton Plaza	PA 07-006		5/1/8 & 5/13/8	NOP complete. Currently working on DEIR.
17	Emeryville (and Oakland-see below)	NOP DEIR	39th and Adeline Mixed Use Project	NA	Tier 1	10/4/2007 7/7/08	DEIR published 5/14/08. FEIR published 11/21/08
18	Emeryville	NOP	South Bay Front (Site B) Bay Street Development	NA	Tier 1	11/17/2005	EIR being prepared
19	Emeryville	NOP/DEIR	Market Place Redevelopment	NA	Tier 1	12/14/2005	EIR being prepared

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/FEIR)	Development Title	APPLN NUMBER	STATUS (Exempt/Tier I)	CMA Response Date	Comments
20	Fremont	NOP/DEIR	Ballpark Village	PLN2007-00308			NOP released. Comments due 12/18/2008. Project withdrawn 2/24/2009
21	Fremont	GPA-Text Amendments	Amendments to Implement State Housing Requirements	PLN2009-00034	Exempt		Scheduled for City Council Meeting on 12/09/2008. Approved by City Council on 12/9/2008
22	Fremont	GPA	Central Park South (formerly West Coast Ventures)	PLN2005-00131	Exempt	10/23/2008	Scheduled for City Council Meeting on 12/09/2008. Approved by City Council on 12/9/2008
23	Fremont	GPA	GM Auto Development	PLN2008-00190			GPA approved by City Council on 9/23/2008
24	Fremont	GPA	Thornton-PanCal Condominiums	PLN2008-00305			GPA approved by City Council on 9/23/2008
25	Fremont	GPA	Pace Pacific	PLN2006-00166		2/2/2007	Adopted by City Council on 12/02/2008.
26	Fremont	GPA	Beard Road GPA and Rezoning	PLN2005-00241	Exempt	3/19/2008	GPA approved by City Council on 4/22/2008
27	Emeryville	NOP/DEIR	General Plan Update	NA	Tier I	2/9/2006	General Plan Alternatives are being developed.
28	Fremont	NOP/DEIR	Bayside Marketplace	PLN2008-00117	Tier I	5/27/2008	FEIR 12/29/2008
29	Fremont	NOP Draft Subsequent Redevelopment Program EIR	Fremont Merged Redevelopment Project Area Plan Amendment	PLN2008-00175	Tier I	2/13/2008	
30	Fremont	NOP/DEIR/GPA	Patterson Ranch Development Plan	PLN2005-00186	Tier I	11/19/2007	DEIR to be recirculated by 05/2009
31	Hayward	NOP/DEIR/FEIR	South Hayward BART/Mission Area Plan	NA	Tier I	10/13/2005 5/31/2006	Plan Adopted June 26, 2006.
32	Livermore	GPA	535 So. Vasco Road-density change	NA	Tier I	22-Aug-07	
33	Lawrence Berkeley National Lab	NOP/DEIR	Long Range Development Plan Update	NA	Tier I	3/22/2002	
34	Livermore	NOP/DEIR/FEIR	El Charro Specific Plan	NA	Tier I	6/14/2006 6/15/2006	FEIR circulated on April 16, 2007
35	Newark	NOP	Newark Area 3 & 4 Specific Plan	NA	Tier I	6/8/2007	
36	Oakland	NOP/DEIR	Kaiser Center	NA	Tier I	6/10/2008	DEIR being prepared
37	Oakland	NOP/DEIR	Piedmont Place	ER7-0010	Tier	2/14/2008	Project withdrawn
38	Oakland	NOP/DEIR	Creekside Mixed Use Development Project	ER07-017	Tier I	1/21/2008	DEIR published 8/15/08. FEIR published 11/07/08
39	Oakland	NOP/DEIR	19th St. Residential Condominiums	NA	Tier I	12/7/2007	

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/FEIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
40	Oakland (& Emeryville-see above)	NOP/DEIR	39th & Adeline Mixed Use Project	NNA	Tier 1	10/4/2007, 7/7/2008	DEIR published 5/14/08. FEIR published 11/21/08
41	Oakland	DEIR	Gateway Community Development Project	NA	Tier 1	9/24/2007	
42	Oakland	NOP, DEIR and FEIR	MacArthur Transit Village	ER 060004	Tier 1	NOP--7/6/2007, DEIR--3/5/8	FEIR complete.
43	Oakland	NOP	Bentley School	ER07-0006	Tier 1	5/24/2007	DEIR published 10/28/08
44	Oakland	NOP	Measure DD Project	NA	Tier 1	1/10/2007	DEIR published 07/20/07. FEIR published 1/25/08
45	Oakland	NOP/DEIR	1938 Broadway Project	ER08-002	Tier 1	11/17/2008	DEIR being prepared
46	Oakland	NOP/DEIR	Courthouse Condominiums	NA	Tier 1	11/6/2006 4/25/2007	
47	Oakland	NOP/DEIR	Jack London Square Residential Tower	ER06-0006	Tier 1	4/25/2006	DEIR being prepared pending a decision from the Planning Commission on 03/21/07 on a possible GPA
48	Oakland	NOP/DEIR	Mandela Grand Mixed Use Redevelopment Project	ER06-008	Tier 1	2/07/2007 5/8/2006	FEIR complete.
49	Oakland	NOP/SEIR	Oak Knoll Project	ER06-0014	Tier 1	3/12/2007	DEIR being prepared.
50	Oakland	NOP	Skyline Ridge Estates	ER99-0025	Tier 1 Exempt	7/15/2004	DEIR being prepared
51	Oakland	NOP/DEIR	325 7th Street	ER07-0002	Tier 1		DEIR being prepared
52	Oakland	NOP/DEIR	St. John's Episcopal Church Improvements	ER08-0001	Tier 1	4/10/2008	DEIR being prepared
53	Pleasanton	NOP/Rev NOP/DEIR	Stoneridge Drive Specific Plan Amendment and Staples Ranch	NA	completed	4/25/2007 8/7/2006	EIR and specific Plan certified and adopted by City Council on February 24, 2009..
54	Pleasanton	NOP/DEIR	Lund II	PUD-25	Tier 1	10/1/2003	NOP has not been issued. Project Applicant is working with City Staff to determine appropriate density given passage of Measure PP and QQ.
55	Pleasanton	NOP/DEIR	Pleasanton General Plan Update	NA	Tier 1	3/23/2006 1/26/2006	
56	San Leandro	NOP DEIR	Kaiser	NA	Tier 1	2/14/2008	New NOP issued on 8/12/2008.
57	San Leandro	NOP/DEIR	Downtown San Leandro Transit-Oriented Development Strategy	NA	Tier 1	7/19/2007 6/15/2006	Certified by the San Leandro City Council 9/4/2007.
58	Union City	GPA	Mid Peninsula Housing Coalition 159 Affordable Units - Station District	AG-02-08			Minor shifts in land use plan to accommodate the revised roadway/traffic circulation to facilitate affordable housing. Project approved February 27, 2009.

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/DEIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
59	Union City	GPA	Home Yeasy Area General Plan. Goals and Policies, and Bicycle and Pedestrian Diagram Updates	AG-01-09			Public Hearing Pending
	Union City	NOP for DEIR	Station District Mixed Use Plan	NA	Tier 1	5/9/2008	DEIR is being prepared.
60	UC Berkeley	NOP/DEIR	UC Berkeley LRDP& Chang-Lin-Tien Center	NA	Tier 1	6/18/2004 9/26/2003	
61	UC Berkeley	GPA/ SFDEIR	University Village NW Master Plan Amendments	18132A	Tier 1	3/17/2004 6/12/2003	
62	UC Berkeley	NOP/FEIR/FocusedDEIR	Southwest Campus Integrated Project	NA	Tier 1	12/12/2005 7/7/2006	
LAND USE RELATED PROJECTS - INACTIVE							
63	Dublin	NOP/DSEIR	Moller Ranch Reorg and Development	03-060	Tier 1	6/29/2005	EIR certified May 2007. Project withdrawn by applicant.
64	Dublin	GPA	Vargas Project	PA 06-030	Tier 1 Exempt	4/30/2007	GPA completed. Project withdrawn by the applicant.
65	Hayward	GPA	Eden Shores Estate	PL-2004-0184	Tier 1 Exempt	6-Jun-05	GPA, zoning and development agreement approved October 23, 2007.
66	Tracy	NOP & DEIR	Ellis Specific Plan	NA	Exempt	9/14/2006 6/10/2008	
67	San Leandro	GPA	41-unit residential development	PLN2006-00076	Tier 1 Exempt	1/23/2007	Never went forward, closed out
68	Pleasanton	NOP/DEIR	Charter Properties/Oak Grove	PUD-33	Exempt	1/21/2004	
69	Pleasanton	GPA	Sportorno Ranch project	PUD-52	Tier 1 Exempt	3/29/2005	
70	Oakland	GPA	St. Joseph's Professional Center Adaptive Reuse Project	ER07-0003	Tier 1 Exempt	5/2/2007	
71	Oakland	NOP	Skyline Ridge Estates	ER99-0025	Tier 1 Exempt	7/15/2004	DEIR being prepared.
72	Oakland	NOP/DEIR	5924 & 5932 Foothill Blvd Mixed Use Project	NA	Exempt	11/20/2007	
73	Livermore	GPA	Scenic Corridor Amendment	NA	Exempt	1-Nov-07	
74	Livermore	GPA/NOP/DEIR	Seven Vines Project	NA	Tier 1 Exempt	5/17/2005	Preparation of FEIR pending
75	Livermore	GPA	The Grove (Ph 3)	GPA06-002	Tier 1 Exempt		Date of GPA approval by the Council needed

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
76	Fremont	GPA	Franciscan Ct GPA	PLN2007-0155			Purpose of project was to correct a General Plan and Zoning designation error; no change to current site conditions was proposed by this project. GPA and Rezoning approved; Condominium project submitted and subsequently withdrawn.
77	Fremont	GPA	Fire Station # 2	PLN2005-00316	Tier 1 Exempt	5/3/2007 5/22/2006	Rev Draft Mitigated Neg Dec sent on 3/22/2007.
78	Fremont	NOP/DEIR/FEIR	Tri-Cities Recycling and Disposal Facility Landfill Closure and Land Use Plan	PLN2005-00262	Tier 1 Exempt	2/2/2007 6/04/2007	
79	Fremont	GPA	Housing Element Implementation Program # 18 & 21	Multiple PLNs	Tier 1 Exempt & Tier 1	5/23/2005	PLN2005-00215. Future proposals on Site # 3 are to be sent for CMA review.
80	Hayward	IS/Mitigated Neg Dec, GPA	South of Rte 92 Specific Plan Amendment	NA	Exempt	10/9/2007 6/8/2007	
81	Fremont	NOP IS/Mit Neg Dec	Lurene Drive Townhomes	PLN2007-00307	Exempt	10/11/2007	GPA approved by City Council on 4/22/2008
82	Berkeley	Initial Study	BioDiesel Station	NA	Exempt	10/11/2007	
83	Alameda	GPA/NOP/DEIR	Harbor Bay Village V1	GPA04-0002	Tier 1 Exempt	4/30/2007 7/20/2006 5/17/2005	
84	Alameda County	DEIR	Highland Hospital Acute Tower Replacement Project	NA	Tier 1 Exempt	4/10/2008	DEIR March 2008
TRANSFORMATION/IMPROVEMENT PROJECTS							
85	High Speed Rail Authority	DEIR	Central Valley High Speed Train	NA	Tier 1	10/26/2007	
86	ACTA	NOP DEIR	East West Connector Project	NA	Tier 1	11/14/2007	
87	AC Transit	DEIR/EIS	East Bay BRT	NA	Comments	7/3/2007	
88	AC Transit	NOP/EIR/EIS/S/DEIR N/EIS	East Bay BRT	NA	Comments	6/24/2003 3/16/2004 07/03/2007	
89	BART	NOP/DSEIR	BART Warm Springs Extension	NA	Comments	3/27/2002 5/7/2002	
90	Caltrans	NOP/DEIR	Caldecott Improvement	NA	Comments	1/31/2003 6/28/2006	
91	SCVTA	NOP/EIR/EIS NOP/DEIR/DSEIR	BART to Santa Clara County	NA	Comments	8/21/2006 5/20/2004 2/25/2003 2/7/2002	Requested that MTS impacts be evaluated as well as station access and parking impacts at the Alameda County Stations
92	Water Transit Authority	NOP/DEIR/EIS	South San Francisco Ferry Terminal Project	NA	Comments	01/20/05	

CMP - Land Use Analysis Program (for the period between July 1, 2008 and June 30, 2009)							
Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Comments
TRANSPORTATION IMPROVEMENT PROJECTS - COMPLETED							
93	High Speed Rail Authority	NOP/DEIR/FEIR	High Speed Rail Train to San Francisco Bay Area	NA	Comments	5/21/2001 5/11/2004	FEIR/EIS certified in Nov 2005.

NOTE

Tier I refers to GPA and NOP for projects consistent with the general plan.

Exempt refers to the development proposals that does not exceed the threshold of generating 100 p.m. peak-hour trips, as determined by the CMA, more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..

Inactive - proposal withdrawn or no CEQA document for the past 5 years. These projects will be retained as inactive until the status changes.

Completed - Regulatory requirements completed. These project will be removed from the list after the annual conformity in November 07.

**Proposed Annual Bicycle and Pedestrian Count Program for Alameda County
DRAFT for ACTAC Review – April 7, 2009**

Proposed Program:

ACTIA and the CMA are proposing that bicycle and pedestrian counts be conducted annually at 30 locations throughout the county, expanded from the current LOS Monitoring Study bicycle counts at 12 locations every two years. These 30 locations include all 12 LOS Monitoring Study locations. The additional locations were selected from local jurisdiction suggestions, as well as locations previously counted by MTC or UC Berkeley Traffic Safety Center (TSC). These counts will be conducted on Tuesdays, Wednesdays, or Thursdays between 3 – 5 PM, based on TSC methodology.

The locations were selected based on the following criteria:

- At least one location in each of the 15 Alameda County jurisdictions
- On the Countywide Bicycle and/or Pedestrian Network
- As a whole, the locations reflect a range of characteristics:
 - o Nearby Transit
 - o Within ¼ mile of schools or trails
 - o Land use variation: commercial, residential, industrial, office parks
 - o Density: high, medium, low
 - o Roadway characteristics
 - o Demographics

Background:

Anecdotal reports suggest that walking and biking has increased in Alameda County. However, there is very little consistent data on biking and pedestrian volumes, as compared to motor traffic.

The CMA's biennial Level of Service (LOS) Monitoring Study has included bicycle counts at 12 locations voluntarily conducted by local jurisdictions, in 2002, 2004, 2006 and 2008. In addition, some local jurisdictions conduct their own counts on a varied basis. The Metropolitan Transportation Commission (MTC) conducted an annual regional bicycle and pedestrian count program from 2002 - 2004, and is now interested in re-starting this program. In 2008, UC Berkeley Traffic Safety Center, with funding from ACTIA, also conducted bicycle and pedestrian counts at 50 locations to develop a model to predict pedestrian and bicycle volumes.

Rationale:

Having consistent walking and bicycling data is important for many reasons, including:

- Baseline data: What are volume trends from year to year? The methodology for data collection needs to be consistent in order to be comparable.
- Return on investment: How many people are using the new bike/pedestrian facilities that have been built?
- Safety: Certain locations have high numbers of bike/pedestrian crashes, but what is the risk exposure rate relative to bike/pedestrian volumes?
- Multi-modal level of service: Climate change impacts are pushing for changes in transportation, from traditional automobile-oriented LOS metrics to measure trips made by all modes together: driving, transit, biking and walking.
- Planning: More robust data is needed to improve decision-making for updating the Countywide Bicycle and Pedestrian Plans.

Cost:

The estimated cost for bicycle and pedestrian counts at 30 locations is \$10,000 annually. In the longer term, ACTIA and the CMA are exploring funding options for counts to be conducted on a continuous

**Proposed Annual Bicycle and Pedestrian Count Program for Alameda County
DRAFT for ACTAC Review – April 7, 2009**

basis, by professional counters. Local jurisdictions which are interested in contributing to the effort (either in funding or personnel resources) would be welcomed. The counts could also be done by volunteers, as proposed for 2009.

Proposed 2009 Counts:

The UC Berkeley TSC is very interested in doing counts this spring to validate their pedestrian-volume prediction model. In addition, MTC has begun an effort to reinstate regional bicycle/pedestrian counts. These two efforts have been the impetus for generating a list of annual countywide count locations this year. Because there is no funding allocated for this year's counts, ACTIA proposes to collect data in a partnership with TSC using trained volunteers. See the attached solicitation for volunteers.

List of Proposed Alameda County Annual Bike/Ped Count Locations																						
DRAFT for ACTAC Review (April 7, 2009)																						
Street	Cross street	City	Notes: selection rationale, land use	Count Source*	In Plan	W/in 1/4 mi	Historical Counts								Bike, Ped Counted?	Predominant Interest	Summary Info:					
					Reg. Bike Plan	Co. Ped Plan	School	Trail	Next to Hwy	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009			
Atlantic Avenue	Webster Street	Alameda	Jr College, commercial	CMA	X	X	X											X		B		
Central Avenue	Fifth Street	Alameda	Bay Trail	City suggest	X	X																
Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	Main Street commercial, Ohlone Trail	TSC	X	X		X										X		B,P		
Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	Bike Blvd, grid residential	City	X	X				X												
Hearst Avenue	Milvia Street	Berkeley	Bike Blvd, downtown Fringe, nr. BART & UCB	CMA	X	X	X											X		B		
Hesperian Boulevard	Lewelling Boulevard	County	next to freeway, postwar mall	CMA		X			X													
Redwood Road	Castro Valley Boulevard	County	postwar mall, BART	CMA	X													X		B		
Dublin Boulevard	Iron Horse Trail	Dublin	Iron Horse, trail access to BART, TOD?	MTC	X	X		X												B,?		
Dublin Boulevard	Hacienda Drive	Dublin	suburban mall, suburban office space	City suggest	X	X	X															
San Pablo Avenue	40th Street	Emeryville	Rapid Bus, infill redevelopment	CMA		X	X											X		B		
Paseo Padre Parkway	Mowry Avenue	Fremont	postwar mall/ suburban mall	CMA/TSC		X												X		B		
Warm Springs	Grimmer	Fremont	Industrial, pre/post WSP BART	ACTA suggest	X	X	X															
Mission Boulevard (CA 238)	Jefferson Street	Hayward	edge of foothills, low density hi/high speed/vol rd?	CMA/TSC		X	X															
Winton Avenue	Amador Street	Hayward	Civic center complex	MTC		X																
Railroad Avenue	First Street	Livermore	Depot Main Street	City suggest		X																
East Street	Vasco Road	Livermore	Lawrence Lab, rural	CMA	X	X												X		B		
Thornton Avenue	Willow Street	Newark	Bay Trail, industrial?	CMA	X													X		B		
Broadway	12th Street	Oakland	Urban core, BART	TSC		X																
Doolittle Drive (CA 61)	Airport Access Road	Oakland	Bay Trail, Airport	TSC	X	X	X	X										X		B,P		
Fruitvale Avenue	East 27th Street	Oakland	grid residential?	City suggest	X	X																
High Street (CA 185)	E 12th Street	Oakland	High St Bridge, industrial?	TSC	X													X		B,P		
MacArthur Boulevard	38th Avenue	Oakland	Main Street commercial	City suggest	X	X	X															
Mandela Parkway	14th Street	Oakland	residential/industrial?	City suggest	X	X																
Telegraph Avenue	27th Street	Oakland	Urban core, infill redevelopment?	CMA	X	X	X											X		B		
Grand Avenue	Oakland Avenue	Piedmont	hilly residential, only site in town	CMA			X											X		B		
Santa Rita Road	Francisco Street	Pleasanton	suburban residential/ school & park	City suggest	X	X	X															
Stoneridge Drive	Hopyard Road	Pleasanton	suburban mall, suburban office space	CMA		X																
Bancroft Avenue	Estudillo Avenue	San Leandro	grid residential?, only 1 in town	MTC	X	X	X											X		B		
Alvarado-Niles Road	Dyer Street	Union City	Interface suburban residential and suburban mall areas	City suggest		X														B,?		
Decoto Road	7th Street	Union City	residential/ industrial interface, nr BART, evolving area	City suggest	X	X	X															
Total Number of Count Locations:																						
Partial Number of Count Locations:																						

* City: Local agency; CMA: CMA LOS Monitoring Report; MTC: MTC Regional Bike/Pedestrian counts; TSC: UC Berkeley Traffic Safety Center

VOLUNTEER SOLICITATION FOR BIKE/PED COUNTS

"Count Pedestrians and Bicyclists –Volunteers Needed – Get Trained on April 8th & 15th"

We are seeking volunteers to train for a new annual pedestrian and bicycle counting program. This counting program is a collaboration between the Alameda County Transportation Improvement Authority, UC Berkeley Traffic Safety Center, the Metropolitan Transportation Commission, and other Bay Area public agencies and advocacy groups.

Informal observations suggest that the numbers of bicyclists and pedestrians have been growing throughout Alameda County and the rest of the Bay Area for several years. But unlike cars and transit-riders which have been counted regularly in the past, there have been few systematic counts of people walking and bicycling. Officials and researchers don't have a good grasp of how many people are walking and bicycling or where they are using these modes in different neighborhoods and communities.

Having information on walking and bicycling numbers is important for many reasons, including:

- Baseline data: How many people are biking? Walking? Where? What are volume trends from year to year?

- Return on investment in bike lanes, trails and sidewalks: how many people use bike/pedestrian facilities after they are built?

- Safety: Certain locations have high numbers of bike/pedestrian crashes, but what is the risk exposure rate? Is it high or low relative to bike/pedestrian volumes? How should safety improvements be prioritized?

The trained volunteers will initially be asked to do counts in Alameda County in April and May 2009, but volunteers will also be needed in the following months to count throughout the Bay Area. Since the method of counting will be the same for every location, volunteers completing the training in Alameda County will be able to conduct counts anywhere in the Bay Area. The UC Berkeley Traffic Safety Center will conduct the training. The training will take place in downtown Oakland. Actual counts will be conducted on weekday afternoons as well as Saturdays.

If you are interested in finding out more about this counting program and the training, please come to an orientation Wednesday, April 8th from 6:00 p.m. to 7:30 p.m. in the ACTIA Conference Room, 3rd Floor, 1333 Broadway in Downtown Oakland. The field training will be held on Wednesday, April 15th from 6:00 p.m. to 7:30 p.m., location to be announced. Attendance at both sessions is strongly encouraged.

For more information about the training, please contact: Lindsay Arnold (larnold@berkeley.edu) or Robert Schneider (rschneider@berkeley.edu).

Optional: RSVP now to Lindsay Arnold (larnold@berkeley.edu), and provide some information about yourself:

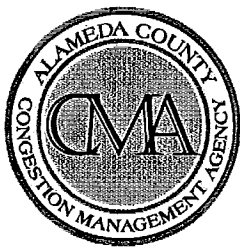
Name:

Email:

Phone:

Cities/Locations in which you'd be interested in counting:

Thanks for helping to improve pedestrian and bicycle data collection in the Bay Area!



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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April 7, 2009
Agenda Item 4.4.1

Memorandum

DATE: March 30, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: STIP Program: Timely Use of Funds Report

Information

Enclosed is the STIP Timely Use of Funds Report dated April 30, 2009. The information presented in the report is based on the information made available to the CMA's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The Report includes a total of 28 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk.

The CMA requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Next Steps

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by Friday, April 17th. Documentation and status updates should be provided to Jacki Taylor, via email to: JTaylor@accma.ca.gov. This information will be the basis of the STIP At Risk Report brought to the committees and the Board in May 2009.

Attachment

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Red Zone Projects

Index	PP No.	Sponsor	Project Title				Date Req'd By	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity					
1	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP	\$2,700	Env	06/07	Complete Expend	6/30/09	R	\$2,700K Alloc'd 4/26/07 12-Mo Ext Req Pending	R	
2	2009P	BART	Ala. Co. BART Station Renovation							
	RIP	\$3,000	Con	07/08	Award Contract	6/30/09	R	\$3M Alloc'd 12/11/08	R	
	RIP	\$248	PSE	07/08	Complete Expend	6/30/10	G	\$248 Alloc'd 9/5/07		
3	0057A	Caltrans	Caldecott Tunnel 4th Bore							
	RIP	\$2,000	PSE	08/09	Allocate Funds	6/30/09	R		R	

Yellow Zone Projects

No Projects in Yellow Zone this Report

Green Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Zone	
4	2009A	AC Transit	Maintenance Facilities Upgrade							
	RIP	\$3,705	Con	06/07	Accept Contract	3/7/10	G	\$3,705K Alloc'd 9/7/06 See Note 2	G	
5	2009B	AC Transit	SATCOM Expansion							
	RIP	\$1,000	Con	06/07	Accept Contract	3/7/10	G	\$1,000K Alloc'd 9/7/06 See Note 2	G	
6	2009D	AC Transit	Bus Component Rehabilitation							
	RIP	\$4,500	Con	06/07	Accept Contract	1/17/10	G	\$4.5M Alloc'd 7/20/06 See Note 2	G	
7	2009I	AC Transit	New Bus Component Rehabilitation Project							
	RIP	\$7,738	Con	07/08	Accept Contract	5/29/11	G	\$7,738 Alloc'd 5/29/08	G	
8	2009Q	AC Transit	Bus Purchase							
	RIP	\$14,000	Con	06/07	Accept Contract	4/12/10	G	\$14M Alloc'd 10/12/06 See Note 2	G	
9	2009X	AC Transit	Zero Emission Bus Project							
	RIP	\$7,810	Con	07/08	Accept Contract	3/20/11	G	\$7.81M Alloc'd 9/20/07 See Note 2	G	
10	0016O	ACCMA	I-680 SB HOT Lane Accommodation							
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G	

Report Page 1 of 4

Green Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Zone
		Source	Prog'd Amount (\$x 1,000)							
11	2179	ACCMA	Planning, Programming and Monitoring ¹							
		RIP	\$1,311	Con	07/08	Complete Expend	6/30/10	G	\$1,311 Alloc'd 7/26/07	G
		RIP	\$111	Con	06/07	Complete Expend	6/30/09	G	Expenditures Comp.	
		RIP	\$110	Env	05/06	Complete Expend	6/30/08	G	Expenditures Comp.	
		RIP	\$1,409	Con	08/09	Complete Expend	6/30/12	G	\$1,409 Alloc'd 7/24/08	
		RIP	\$1,209	Con	09/10	Allocate Funds	6/30/10	G		
		RIP	\$1,210	Con	10/11	Allocate Funds	6/30/11	G		
		RIP	\$1,000	Con	11/12	Allocate Funds	6/30/12	G		
		RIP	\$1,000	Con	12/13	Allocate Funds	6/30/13	G		
12	0062E	ACCMA	I-80 Integrated Corridor Mobility							
		RIP	\$954	Env	07/08	Complete Expend	6/30/10	G	\$954 Alloc'd 9/5/07 Contra Costa RIP	G
13	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd							
		RIP	\$5,000	PSE	09/10	Allocate Funds	6/30/10	G		G
		RIP	\$7,000	Con	11/12	Allocate Funds	6/30/12	G		
14	0016V	ACTA	I-880/Mission Blvd, Phase 1B/2							
		RIP	\$10,000	Con	09/10	Allocate Funds	6/30/10	G		G
15	0081D	ACTA	Rte 84 Expressway - Fremont and Union City							
		RIP	\$9,300	Con	10/11	Allocate Funds	6/30/11	G		G
16	0016U	ACTIA	I-580 Castro Valley I/C Improvements							
		RIP	\$7,315	Con	07/08	Accept Contract	6/26/11	G	\$7.315M Alloc'd 3/12/08	G
17	2009N	Alameda	Tinker Avenue Extension							
		RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Awd 3/17/09	R
18	2009L	Alameda Co.	Vasco Road Safety Improvements							
		RIP	\$4,600	Con	07/08	Accept Contract	7/29/11	G	\$4.6M Alloc'd 2/14/08 Contract Award 7/29/08	G
19	1014	BART	BART Transbay Tube Seismic Retrofit							
		RIP	\$38,000	Con	07/08	Accept Contract	3/5/11	G	\$38M Alloc'd 9/5/07	G
20	2009Y	BART	Ashby BART Station Concourse/Elevator Imps							
		RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08 Sched for Awd 1/22/09	G
21	2009W	Berkeley	Ashby BART Station Intermodal Imps							
		RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	G	\$4,614 Alloc'd 6/26/08	G
		RIP	\$1,500	Con	09/10	Allocate Funds	6/30/10	G	AB 3090 approved 8/28/08	
22	2014U	GGBHTD	SF Golden Gate Bridge Barrier							
		RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G
23	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)							
		RIP	\$1,500	Con	06/07	Accept Contract	9/10/10	G	Contract Awd 9/10/07	G
		RIP	\$4,000	Con	10/11	Allocate Funds	6/30/11	G		

Green Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title		Phase	FY	Req'd Activity	Date	Zone	Notes	Zone
		Source	Prog'd Amount					Req'd By			
			(\$x 1,000)								
24	2100	MTC		Planning, Programming and Monitoring¹							
		RIP	\$113	Con	07/08	Complete Expend	6/30/10	G	\$113 Alloc'd 7/26/07		G
		RIP	\$110	Con	06/07	Complete Expend	6/30/09	G	Expenditures Comp.		
		RIP	\$110	Env	05/06	Complete Expend	6/30/08	G	Expenditures Comp.		
		RIP	\$113	Con	08/09	Complete Expend	6/30/12	G	\$113 Alloc'd 7/24/08		
		RIP	\$113	Con	09/10	Allocate Funds	6/30/10	G			
		RIP	\$113	Con	10/11	Allocate Funds	6/30/11	G			
		RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G			
		RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G			
25	1022	Oakland		Rte. 880 Access at 42nd Ave./High St., APD							
		RIP	\$5,990	R/W	07/08	Complete Expend	6/30/10	G	\$5.990M Alloc'd 12/13/07		G
26	2100C1	Oakland		MacArthur Transit Hub Improvement, 40th St							
		RIP-TE	\$193	Con	07/08	Accept Contract	12/1/10	G	Alloc App'd 7/26/07		G
27	2100E	Oakland		7th St. / West Oakland TOD							
		RIP-TE	\$1,300	Con	09/10	Allocate Funds	6/30/10	G			G
28	2110	Union City		Union City Intermodal Station							
		RIP	\$4,600	Con	07/08	Accept Contract	11/13/10	G	\$4.6M Alloc'd 9/5/07		G
		RIP	\$720	Con	05/06	Accept Contract	11/13/10	G	\$720K Alloc'd 11/9/06		
		RIP-TE	\$5,307	Con	05/06	Accept Contract	11/13/10	G	\$5,307K Alloc'd 11/9/06		
		RIP-TE	\$2,000	Con	06/07	Accept Contract	11/13/10	G	\$2,000K Alloc'd 11/9/06		
		RIP	\$9,787	Con	06/07	Accept Contract	11/13/10	G	\$9,787K Alloc'd 11/9/06		
		RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G			

Notes:

- 1 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 2 Transit projects receiving State-only funds are subject to project specific requirements included in agreements with Caltrans.

2008 STIP -Timely Use of Funds Provisions

The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:

Required Activity	Description
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract	Within 36 months of contract award.
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.

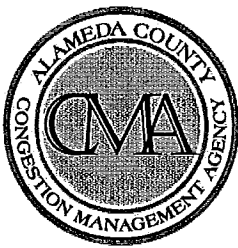
Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award ¹	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending

Notes:

¹ June 2006 CTC action, Resolution G-06-08, changed the construction contract award deadline from within 12 months of the Allocation date to within 6 months of the Allocation date.



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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April 7, 2009
Agenda Item 4.4.2

Memorandum

DATE: March 30, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: Federal STP/CMAQ Program: Timely Use of Funds Report

Information

Enclosed is the Federal Timely Use of Funds Report dated April 30, 2009. The report is based on the information made available to the CMA's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report is intended to identify activities required to comply with the requirements set forth in MTC's Resolution 3606, the Regional STP/CMAQ Project Delivery Policy-Revised (as of July 23, 2008). Per Resolution 3606-Revised, for projects programmed with funding in federal FY 2008/09, the deadline to submit the request for authorization is February 1, 2009 and the obligation deadline is April 30, 2009.

The report includes 59 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zones are listed in Appendix A of the report.

The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. Appendix C provides the date of the last invoice for projects with obligated funds. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Next Steps

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report to Jacki Taylor, via email to: JTaylor@accma.ca.gov, by Friday, April 17th. This information will be the basis of the Federal At Risk Report brought to the committees and the Board in May 2009.

Attachment

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Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
1	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier	Con	08/09	Obligate Funds	04/30/09	R	Req Sub'd by Sponsor	Y
	STP	\$7,262								
2	ALA070020	ACCMA	I-580 (Tri-Valley) Corridor - EB HOV Lane	Con	08/09	Award Contract	09/18/09	R	\$6,161 Obligated 12/19/08 Funds De-Obligated 2/4/09	Y
	CMAQ	\$6,161								
3	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger	PE	08/09	Obligate Funds	04/30/09	R	Req Sub'd by Sponsor	Y
	STP	\$198								
	CMAQ	\$2,781		PE	08/09	Obligate Funds	04/30/09	R	Pending Coop Amend	
	CMAQ	\$4,000		PE	07/08	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08	
4	ALA070040	Ala. County	Hampton Rd Streetscape Improvement	Con	08/09	Obligate Funds	04/30/09	R		R
	CMAQ	\$2,999								
5	ALA050072	Ala. County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.	Con	08/09	Obligate Funds	04/30/09	R	Req Sub'd 12/29/08	Y
	STP	\$758								
	STP	\$83		PSE	06/07	Liquidate Funds	06/26/13	G	\$83 obligated 6/26/07	
6	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2	Con	08/09	Obligate Funds	04/30/09	R		R
	CMAQ	\$130								
7	ALA050073	Berkeley	University Ave Reconstruction	Con	08/09	Advertise Contract	08/05/09	R	\$630 Obligated 2/5/09	R
	STP	\$630				Award Contract	11/05/09	Y		
8	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements	Con	08/09	Obligate Funds	04/30/09	R	Req Sub'd 12/23/08	Y
	CMAQ	\$1,535								
	CMAQ	\$284		PE	06/07	Liquidate Funds	04/12/13	G	\$284 Obligated 4/12/07	
9	ALA050083	Dublin	West Dublin BART Station Corridor Enhancements	Con	08/09	Obligate Funds	04/30/09	R	Req Sub'd 12/23/08	Y
	CMAQ	\$1,052								
	CMAQ	\$205		PE	06/07	Liquidate Funds	04/12/13	G	\$205 Obligated 4/12/07	
10	ALA070037	Fremont	Bay Street Streetscape and Parking Project	Con	08/09	Advertise Contract	07/21/09	R	\$1,570 Obligated 1/21/09	Y
	CMAQ	\$1,570				Award Contract	10/21/09	R		
						Submit First Invoice	01/21/10	G		
						Liquidate Funds	01/21/15	G		
11	ALA070038	Livermore	Downtown Livermore Ped Transit Connection	Con	08/09	Obligate Funds	04/30/09	R		R
	CMAQ	\$1,060								
	CMAQ	\$140		PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07	
12	ALA070059	Livermore	Downtown Pedestrian Improvements	Con	08/09	Obligate Funds	04/30/09	R		NA
	CMAQ	\$845								
13	ALA070011	Oakland	Coliseum Gardens	Con	08/09	Obligate Funds	04/30/09	R	\$700K from Latham-Teleg.	R
	CMAQ	\$1,230								
14	ALA070039	Oakland	Oakland Waterfront Bay Trail	Con	07/08	Submit First Invoice	Note 1	R	\$599 Obligated 4/16/08	Y
	CMAQ	\$899				Liquidate Funds	04/16/14	G	Add'l \$300 Obligated 7/11/08 Contract Awd 8/12/08	
15	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C	Con	07/08	Submit First Invoice	05/07/09	R	\$442 Obligated 5/7/08	R
	STP	\$442								
	STP	\$49		PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07	
16	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough	Con	08/09	Advertise Contract	06/19/09	R	\$750 Obligated 12/19/08	Y
	CMAQ	\$750				Award Contract	09/19/09	R		
						Submit First Invoice	12/19/09	G		
						Liquidate funds	12/19/14	G		

Red Zone Projects (cont.)

Index	TIP ID Source	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
17	ALA070048 CMAQ	San Leandro	San Leandro ATMS Upgrade	Con	07/08	Submit First Invoice	Note 1	R	\$184 Obligated 4/2/08 Force Account	Y
			Liquidate Funds				04/02/14	G		
18	ALA050070 STP	Union City	Alvarado-Niles Pavement Rehabilitation	Con	08/09	Advertise Contract	07/29/09	R	\$421 Obligated 1/29/09	Y
			Award Contract				10/29/09	R		
			Submit First Invoice				01/29/10	G		
			Liquidate Funds				01/29/15	G		
	STP		\$5 PSE 07/08 Liquidate Funds				04/04/14	G	\$5 Obligated 4/4/08	

Yellow Zone Projects

Index	TIP ID Source	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
19	ALA030002 STP	Ala. County	Vasco Road Safety Imps. Phase 1	Con	07/08	Submit First Invoice	07/29/09	Y	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08	G
	STP		\$3,900 R/W 04/05 Liquidate Funds				06/29/11	G	\$3,900 Obligated 6/29/05	
20	ALA050080 CMAQ	Oakland	7th St, W. Oakland Transit Village Imps	Con	08/09	Award Contract	10/21/09	Y	\$2330 Obligated 1/21/09	Y
	CMAQ		\$320 PE 07/08 Liquidate Funds				11/05/13	G	\$320 Obligated 11/5/07	

Green Zone Projects

Index	TIP ID Source	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
21	ALA050009 STP	ACTIA	I-580 Castro Valley Interchange Improvements	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08	G
22	ALA010034 STP	AC Transit	Maintenance Facilities Upgrade	Con	07/08				Obligated for Transfer to FTA Grant	
23	ALA010063 CMAQ	AC Transit	Acquire 416 Bus Catalyst Devices	Con	04/05				Obligated for Transfer to FTA Grant	
24	ALA070047 CMAQ	AC Transit	Travel Choice -Berkeley	Con	07/08				Obligated for Transfer to FTA Grant	
25	ALA070055 CMAQ	AC Transit	Bike Racks for New Buses	Con	07/08				Obligated for Transfer to FTA Grant	
26	ALA050018 CMAQ	ACCMA	Grand/MacArthur Bus Improvements	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08	G
27	ALA050036 CMAQ	ACCMA	SMART Corridors Operations & Management	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09	G
	STP		\$135 Con 05/06 Liquidate Funds				09/07/12	G	\$135 Obligated 9/7/06	
	CMAQ		\$518 Con 07/08 Liquidate Funds				07/03/14	G	\$518 Obligated 7/3/08	

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)					Req'd By			
28	ALA070041	ACCMA	I-80 Integrated Corridor Mobility	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08	G
	CMAQ	\$3,243								
29	ALA070025	Alameda	City of Alameda Signal Coordination	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account	G
	CMAQ	\$59								
30	ALA070049	Alameda	Signal Coordination: 8th St, Otis Dr., & Park St.	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08	Y
	CMAQ	\$138								
31	ALA050021	Ala. County	East Ave Rehab (Windfeldt Rd. to E St.)	Con	05/06	Liquidate Funds	07/09/12	G	\$505 Obligated 7/9/06	G
	STP	\$505								
	STP	\$27		PSE	04/05	Liquidate Funds	02/28/11	G	\$27 Obligated 2/28/05	
32	ALA050052	Ala. County	East Castro Valley Blvd/ Dublin Canyon Rd.	PE	05/06	Liquidate Funds	01/20/12	G	\$44 Obligated 1/20/06	G
	STP	\$44								
	STP	\$572		Con	05/06	Liquidate Funds	08/13/12	G	\$572 Obligated 8/13/06	
33	ALA050065	BART	Ed Roberts Campus	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08	
	CMAQ	\$2,000								
34	ALA070034	BART	Ashby BART Station / Ed Roberts Campus	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08	
	CMAQ	\$1,386								
35	ALA990078	Berkeley	San Pablo Ave. Corridor Bicycle Path	R/W	06/07	Liquidate Funds	06/08/12	G	\$1,034 Obligated 6/8/06	G
	CMAQ	\$1,034								
36	ALA050059	Caltrans	SR 13 Median Landscaping	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07	G
	STP	\$500								
	STP	\$100		Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09	
37	ALA050022	Fremont	Rehab on Various Sts	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06	G
	STP	\$2,172								
	STP	\$2,850		Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07	
38	ALA070050	Fremont	Mowry Ave Arterial Management	Con	07/08	Submit First Invoice	09/15/09	G	\$419 Obligated 9/15/08	G
	CMAQ	\$419				Liquidate Funds	09/15/14	G		
39	ALA050025	Hayward	Hesperian Blvd Rehab	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06	G
	STP	\$713								
	STP	\$8		Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06	
40	ALA050056	Hayward	West A Street Rehab	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06	G
	STP	\$117								
	STP	\$5		Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06	
41	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08	G
	STP	\$776								
	STP	\$104		PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 revised to \$45 3/26/08	
42	ALA070052	Hayward	Second Street New Sidewalk Construction	Con	07/08	Liquidate Funds	05/07/14	G	\$337 Obligated 5/7/08 Contract Awarded 7/1/08	G
	CMAQ	\$337								
43	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	Con	04/05				Obligated for Transfer to FTA Grant	
	CMAQ	\$175								
44	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes	Con	04/05				Obligated for Transfer to FTA Grant	
	CMAQ	\$89								

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
45	ALA070028	LAVTA	ACE Station Shuttle Services	CMAQ	\$88	Con	06/07		Obligated for Transfer to FTA Grant			
46	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle	CMAQ	\$102	Con	06/07		Obligated for Transfer to FTA Grant			
47	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)	STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06	G
48	ALA050024	Livermore	South Vasco Rd Rehab	STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06	G
49	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation	STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 11/17/07	G
50	ALA010021	Oakland	City of Oakland Street Resurfacing Program	STP	\$825	Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	G
51	ALA030007	Oakland	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave)	CMAQ	\$89	Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07	G
52	ALA050023	Oakland	Rehab on Various Sts	STP	\$2,486	Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	Y
				STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
53	ALA050028	Oakland	Chinatown Ped Imps	CMAQ	\$1,933	Con	05/06	Liquidate Funds	06/30/12	G	\$1,933 Obligated 6/30/06	G
				CMAQ	\$267	Env	04/05	Liquidate Funds	05/17/11	G	\$267K Obligated 5/17/05	
54	ALA050039	Oakland	MacArthur Transit Hub Improvement Project	CMAQ	\$996	Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	R
				CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	
55	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th Street	CMAQ	\$770	Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	G
56	ALA050026	San Leandro	Washington Ave Rehab	STP	\$30	PSE	04/05	Liquidate Funds	02/24/11	G	\$30 Obligated 2/24/05	G
				STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06	
57	ALA050055	San Leandro	Floresta Blvd Street Rehab	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06	G
58	ALA070030	San Leandro	Traffic Signal System Improvements	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07	R
59	ALA990015	Union City	UC Intermodal Station	CMAQ	\$124	Con	07/08		Obligated for Transfer to FTA Grant 2/6/08			
				CMAQ	\$1,702	Con	07/08		Obligated for Transfer to FTA Grant 1/25/08			
				CMAQ	\$3,024	Con	05/06		Obligated for Transfer to FTA Grant 7/10/06			

Notes

- 1 MTC Reso 3606 deadline has passed. Sponsor is working with Caltrans, MTC and ACCMA to expedite required activity.

Appendix A			
Federal At Risk Report Zone Criteria			
Required Activities per Resolution 3606 (Revised July 23, 2008)			
Required Activities Monitored by CMA ¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Other Zone Criteria			
Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.		
Yellow Zone	Projects with an Amendment to the TIP pending.		
Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.			

Appendix B Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)		
Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

Appendix B - Continued		
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)		
Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

Appendix B - Continued		
Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)		
Index	Definition	Deadline
8a	Inactive Projects: Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Est. Completion Date/Project Close-out Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.
Notes: ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval. ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.		

Appendix C

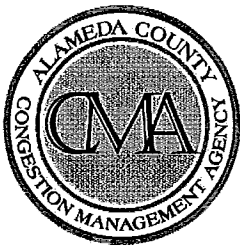
Date of Most Recent Invoice on Record at CMA

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Project Sponsors are requested to provide the CMA with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the CMA does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ	\$4,000	PE	07/08	12/19/07	?	?
C2	ALA070025/ Alameda City of Alameda Signal Coordination	CMAQ	\$59	Con	06/07	5/31/07	?	?
C3	ALA070049/ Alameda Signal Coordination: 8th St., Otis Dr.	CMAQ	\$138	Con	07/08	4/18/08	11/6/08	6
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07	18
C5	ALA050021/ Ala. County East Ave Rehab (Windfeldt Rd. to E St.)	STP STP	\$27 \$505	PSE Con	04/05 05/06	2/28/05 7/9/06	5/18/06 9/26/07	See Note 2 20
C6	ALA050052/ Ala. County E.Castro Valley Blvd/ Dublin Canyon Rd.	STP STP	\$44 \$572	PE Con	05/06 05/06	1/20/06 8/13/06	12/22/06 6/30/07	See Note 2 23
C7	ALA050072/ Ala. County Castro Valley Blvd Pavement Rehab	STP	\$83	PSE	07/08	6/26/13	11/27/07	18
C8	ALA990078/Berkeley San Pablo Ave. Corridor Bicycle Path	CMAQ	\$1,034	R/W	06/07	6/8/06	12/18/07	17
C9	ALA050022/ Fremont Rehabilitation on Various Streets	STP STP	\$2,172 \$2,850	Con Con	05/06 06/07	6/13/06 5/30/07	2/14/08 5/9/2008	See Note 2 12
C10	ALA050025 /Hayward Hesperian Blvd Rehab	STP STP	\$8 \$713	Env Con	05/06 05/06	2/15/06 6/27/06	6/30/06 1/11/07	See Note 2 28
C11	ALA050056/ Hayward West A Street Rehab	STP STP	\$13 \$109	PE Con	05/06 05/06	2/15/06 6/27/06	1/11/07 1/9/08	See Note 2 See Note 2
C12	ALA050071/ Hayward Rehab on Various Streets	STP STP	\$45 \$835	PE Con	06/07 07/08	4/3/07 3/26/08	6/19/08 7/24/08	See Note 2 10
C13	ALA070052 / Hayward Second St. New Sidewalk Construction	CMAQ	\$337	Con	07/08	5/7/08	1/6/08	4
C14	ALA050054 / Livermore East Ave Rehab (Hillcrest to Loyola)	STP	\$158	Con	05/06	5/1/06	3/21/07	See Note 2
C15	ALA050024 / Livermore South Vasco Rd Rehab	STP	\$300	Con	05/06	5/1/06	3/21/07	See Note 2
C16	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140	PE	07/08	11/16/07	8/7/08	9

Appendix C (cont.)								
Date of Most Recent Invoice on Record at CMA								
Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C17	ALA030007/ Oakland Coliseum Transit Hub	CMAQ	\$89	Con	06/07	1/17/07	8/3/07	See Note 2
C18	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	2/5/09	3
C19	ALA050023/ Oakland Rehabilitation on Various Streets	STP	\$1,573	Con	05/06	6/21/06	7/18/08	10
		STP	\$2,486	Con	07/08	4/11/08		
C20	ALA050028/ Oakland Chinatown Ped Imps	CMAQ	\$267	Env	04/05	5/17/05	1/23/08	See Note 2
		CMAQ	\$1,933	Con	05/06	6/30/06	7/8/08	10
C21	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ	\$200	PE	05/06	3/30/06	7/17/08	See Note 2
		CMAQ	\$896	Con	06/07	3/20/07	11/25/08	6
C22	ALA050080/ Oakland 7th St., W. Oakland Transit Village Imps.	CMAQ	\$320	PE	07/08	11/5/07	1/30/09	4
C23	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	1/27/09	4
C24	ALA050026/ San Leandro Washington Ave	STP	\$30	PSE	04/05	2/24/05	6/14/06	See Note 2
		STP	\$445	Con	05/06	3/24/06	12/12/06	29
C25	ALA05055/ San Leandro Floresta Ave Rehab	STP	\$185	Con	05/06	3/24/06	12/12/06	29
C26	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49	PE	06/07	3/5/07	11/19/08	6
		STP	\$442	Con	07/08	5/7/08		
C27	ALA070030/ San Leandro Traffic Signal System Improvements	STP	\$100	Con	06/07	4/30/07	6/2/08	11
C28	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP	\$5	PE	07/08	4/4/08	9/22/08	8
Notes: ¹ Partial months are rounded up to full months (i.e. 4 months and 1 day = 5 months).								
² The programmed amount for this phase has been fully invoiced.								



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

April 7, 2009
Agenda Item: 4.4.3

Memorandum

DATE: March 30, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: CMA Exchange Program: Preliminary Quarterly Status Report

Information

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMA TIP), a local fund source administered by the CMA. Attached is the CMA Exchange Program Preliminary Quarterly Status Report, dated April 30, 2009. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange.

Since the last report, approximately \$1.153 million in exchange revenue has been received from AC Transit.

Next Steps

ACTAC is requested to review and confirm the project specific information included in the attached report. Project sponsors are requested to provide documentation related to the status of the projects in the report to Jacki Taylor, via email to: JTaylor@accma.ca.gov , by Friday, April 17th. This information will be the basis of the CMA Exchange Program Quarterly Status Report brought to the committees and the Board in May 2009.

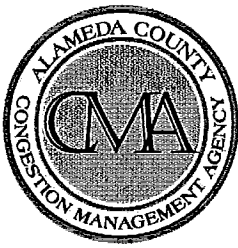
Attachment

CMA Exchange Projects - Preliminary Quarterly Status Report
Status Date: April 30, 2009

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 3/27/09)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,500	\$ 20,182,514	\$ -	Done	E	
2	EX 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 1,153,452	\$ 5,224,548	6/30/10	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 5,727,700		\$ 5,727,700	6/30/09	D	
				STP	\$ 3,000,000		\$ 3,000,000	6/30/11	D	
6	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000		\$ 1,000,000	6/30/10	D	
7	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 2,000,000		\$ 2,000,000	6/30/10	D	
8	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
9	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
10	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
11	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
12	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
13	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,423,000		\$ 1,423,000	4/30/09	E	
14	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
15	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
16	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000		\$ 9,314,000	12/31/09	E	
Totals:					\$ 77,519,660	\$ 49,830,426	\$ 27,689,248			

Notes:

- ¹ E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement Draft Form
N = Agreement Not Initiated



ALAMEDA COUNTY
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Memorandum

*April 7, 2009
Agenda Item 4.4.4*

DATE: March 30, 2009
TO: ACTAC
FROM: Matt Todd, Manager of Programming
RE: Transportation Fund for Clean Air (TFCA):
Timely Use of Funds Report

Information

ACTAC is requested to review and confirm the project specific information included in the attached TFCA Timely Use of Funds Report.

The report includes all currently active projects programmed with Alameda County TFCA Program Manager funds. The report has one project in the "Red Zone" for a final monitoring report (FMR) deadline within the next four months. The report has five projects in the "Yellow Zone", with required activities due in the next five to seven months. The remaining projects are listed under the report's "Green Zone" and have required activities that are not due for eight months or more.

Next Steps

Project sponsors are requested to submit documentation for the required activities included in the report to Jacki Taylor, JTaylor@accma.ca.gov, by Friday, April 17th. The information received will be the basis for the TFCA At Risk Report brought to the committees and Board in May 2009.

Attachment

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**TFCA County Program Manager Fund
At Risk Report**

Report Date: April 30, 2009

April 7, 2009
Agenda Item: 4.4.4

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
RED ZONE (Milestone deadline within 4 months)							
05ALA04	ACCMA	Oakland's E. 14th Street/ International Blvd. Signal Timing & Arterial Management	TFCA Award	Agreement Executed		3/31/06	Expenditures complete. FMR Due March '09
			\$ 395,000.00	Project Start		Mar-06	
			TFCA Expended	Final Reimbursement	12/31/08	4/10/07	
			\$ 395,000.00	FMR	Mar-09		
				Expend Deadline Met?	11/02/07	Yes	
YELLOW ZONE (Milestone deadline within 5-7 Months)							
07ALA01	ACCMA	Signal Timing: Constitution Way/ Lincoln Ave	TFCA Award	Agreement Executed	1/1/2008	2/4/08	Expenditures not complete Expenditure deadline Dec. '09 FMR Due Nov. '09. Amendment changing project sponsor to ACCMA is pending.
			\$ 100,000.00	Project Start	10/01/07		
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ -	FMR	Nov-09		
				Expend Deadline Met?	12/26/09		
08ALA01	Alameda	Webster Street Signal Coordination	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Nov '09 An amendment to change project sponsor to ACCMA is pending.
			\$ 420,000.00	Project Start	Jan-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Nov-09		
				Expend Deadline Met?	12/22/10		
08ALA04	Oakland	Bay Trail Gap Closure, Fruitvale to Park Street Bridge	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due June '09
			\$ 125,000.00	Project Start	Jan-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jun-09		
				Expend Deadline Met?	12/22/10		
08ALA08	AC Transit	Ardenwood Park and Ride Signage	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due July '09
			\$ 100,000.00	Project Start	Mar-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-09		
				Expend Deadline Met?	12/22/10		
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due July '09 Working with sponsor to amend schedule.
			\$ 444,722.00	Project Start	Jan-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-09		
				Expend Deadline Met?	12/22/10		
GREEN ZONE (Milestone deadline beyond 7 months)							
07ALA07	ACCMA	Guaranteed Ride Home (FYs 07/08, 08/09)	TFCA Award	Agreement Executed	10/04/07	10/04/07	Expenditures not complete Expenditure deadline Dec. '09 FMR Due Dec. '09.
			\$ 270,000.00	Project Start	10/04/07	Oct-07	
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ 103,286.66	FMR	Dec-09		
				Expend Deadline Met?	12/26/09		
07ALA03	County of Alameda	Class II Bicycle Lanes: Wente Street	TFCA Award	Agreement Executed	1/1/08	4/21/08	Expenditures not complete Expenditure deadline Dec. '09 FMR Due March '10
			\$ 150,000.00	Project Start	10/1/2007	Apr-08	
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ -	FMR	Mar-10		
				Expend Deadline Met?	12/26/09		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Dec '09
			\$ 66,500.00	Project Start	Jan-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-09		
				Expend Deadline Met?	12/22/10		
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec. '09 FMR Due Dec. '09.
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ -	FMR	Dec-09		
				Expend Deadline Met?	12/26/09		

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed
Project Start = Date of project initiation
FMR = Date Final Monitoring Report received by CMA
Exp. Deadline Met? = Expenditures completed before deadline (Yes/No)

**TFCA County Program Manager Fund
At Risk Report**
Report Date: April 30, 2009

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 8 months), continued							
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Aug '10
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Aug-10		
				Expend Deadline Met?	12/22/10		
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due July '10
			\$ 174,493.00	Project Start	Apr-09		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Jul-10		
				Expend Deadline Met?	12/22/10		
07ALA05	Hayward	Class 2 and 3 Bikeways	TFCA Award	Agreement Executed	1/1/08	2/4/08	Expenditures complete, but Final Invoice to be received. Expenditure deadline Dec. '09 FMR received Feb. '09.
			\$ 95,400.00	Project Start	10/01/07	Jun-08	
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ -	FMR	Nov-08	Feb-09	
				Expend Deadline Met?	12/26/09	Yes	
07ALA04	Fremont	Signal Retiming: Mowry, Stevenson & Blacow	TFCA Award	Agreement Executed	1/1/08	11/14/07	Expenditures complete, but Final Invoice to be received. Expenditure deadline Dec. '09 FMR received Feb. '09.
			\$ 101,000.00	Project Start	10/01/07	Jun-08	
			TFCA Expended	Final Reimbursement	12/31/10		
			\$ -	FMR	Dec-08	Feb-09	
				Expend Deadline Met?	12/26/09	Yes	
08ALA06	Pleasanton	Pleasanton Trip Reduction Program (FY 08/09)	TFCA Award	Agreement Executed	1/8/09	12/05/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Dec '09
			\$ 77,000.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Dec-09		
				Expend Deadline Met?	12/22/10		
08ALA07	San Leandro	San Leandro LINKS (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	12/12/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Oct '10
			\$ 165,000.00	Project Start	Dec-08		
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Oct-10		
				Expend Deadline Met?	12/22/10		
08ALA09	LAVTA	ACE Shuttle Service-Route 53 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Oct '10
			\$ 59,864.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Oct-10		
				Expend Deadline Met?	12/22/10		
08ALA10	LAVTA	ACE Shuttle Service-Route 54 (FY 08/09-09/10)	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditures not complete Expenditure deadline Dec. '10 FMR Due Oct '10
			\$ 84,950.00	Project Start	Nov-08	Oct-08	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ -	FMR	Oct-10		
				Expend Deadline Met?	12/22/10		
Completed Projects (will be removed from the monitoring program)							
05ALA01	BART	Electronic Bicycle Lockers	TFCA Award	Agreement Executed		3/31/06	Expenditures complete. FMR received. Final Reimbursement complete.
			\$ 50,000.00	Project Start		Aug-06	
			TFCA Expended	Final Reimbursement	12/31/09	3/10/09	
			\$ 50,000.00	FMR	Jan-09	Dec-08	
				Expend Deadline Met?	12/31/08	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed
Project Start = Date of project initiation
FMR = Date Final Monitoring Report received by CMA
Exp. Deadline Met? = Expenditures completed before deadline (Yes/No)